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1860

Robt. H. Layne

CANCELLED

FOURTEENTH ANNUAL REPORT

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TO THE

STOCKHOLDERS

OF THE

Central R. R. Co. of New-Jersey,

JANUARY 1, 1861.

New York:
NATHAN LANE & CO., 69 WALL STREET.
1861.

THE MAGAZINE
OF
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STATISTICAL
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MAP OF THE CENTRAL RAILWAY OF NEW JERSEY & ITS CONNECTIONS.

PENNSYLVANIA

NEW YORK

Blossburg
Corning & Blos. R. R.
Wil. & Elmira
WILLIAMSPORT
Sunbury & E.
LOCK HAVEN
Clearfield
Milton
NORTHUMBERLAND
Sunbury
Kittanining
Rochester
Alleg. Val.
Ohio R.
Indiana
Ind. Br.
PITTSBURGH
To Cincin. & the West
Brintons
Greensburg
Blairs V.
Pennsylvania
Altoona
Tyrone
Huntington
Central R. R.
Mifflin
Millersburg Jc.
Dauphin
H. & B. T.
Hopewell
Bedford Springs
Chambersburg
Cumb. Val.
Union T.
Gettysburg
H. R. R.
Carlisle
HARRISBURG
Nth'n Cent. R.
Pine Gr.
Daup. & Susq.
Rupert
Lac. & Bloomsbg
Danville
Sun. & Phil.
Trevorton Br.
Trevorton
Cat. W. & E.
Cattawissa
WhiteHaven
Summit
Eckley
JUNC.
Mauch Chunk
Tamaqua
POTTSVILLE
Auburn
Pt. Clinton
Phil. & E. Penn. R. R.
LEBANON VALLEY R. R.
Lebanon & C. R. R.
ALLENTOWN
Lancaster
York
Columbia
Susquehanna R.
Colu. R. R.
Norris T.
C. V. R. R.
Downingtown Jc.
Westchester
DEL.
PHILADELPHIA
Camden
Cam. & Atl.
Great Bend
N. Br. of Susq. R.
Del. & H.
Honesdale
Hawley
Scranton
Wilkesbarre
Lac. & Western
Delaware R.
Stroudsburg
Water Gap
Belvidere Del. R. R.
Hackett's T.
Mor. & Essex
Newton
Paterson
N. Y. & E. R. R.
Piermont
Hudson R. R.
Hudson R.
N. Y. & Erie
Jersey City
NEWARK
Elizabeth
NEW YORK
Brooklyn
Bethlehem
Doyles T.
Millers T.
Northern Penn. R. R.
ALLENTOWN
Del. Bloomsbury New Hampton High Dr. Whitehouse Somerville
JUNC. R. R. of NEW JERS.
Crane Iron Co.
Phillipsburg
EASTON
Del. & Cent.
Trenton
Freehold
S. Amboy
Brunswick
ATLANTIC
VIRGINIA
MARYLAND

FOURTEENTH ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

TO THE

STOCKHOLDERS

OF THE

Central R. R. Co. of New Jersey,

JANUARY 1, 1861.

NEW YORK:
NATHAN LANE & CO., 69 WALL STREET,
1861.

President.

JOHN T. JOHNSTON.

Board of Directors.

JOHN T. JOHNSTON,	New York.
JOHN C. GREEN,	"
WILLIAM E. DODGE,	"
ADAM NORRIE,	"
WILLIAM S. WETMORE,	Newport.
BENJAMIN WILLIAMSON,	Elizabeth.
JOHN O. STERNS,	"
F. T. FRELINGHUYSEN,	Newark.
HENRY D. MAXWELL,	Easton, Pa.

Secretary and Treasurer.

SAMUEL KNOX.

Superintendent and Engineer.

JOHN O. STERNS.

Assistant Superintendent.

JOSIAH O. STEARNS.

385.4
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1860

REPORT.

The Directors of the Central Railroad Company of New Jersey present to the stockholders the following report, for the year ending December 31st, 1860. For convenience of comparison many of the statements are made to cover the year 1859, as well as the past year.

SERVICE OF THE ROAD AND FERRY.

The service of the road has been as follows:

	1860.	1859.
Miles run by passenger trains . .	152,518	141,918
" " merchandise trains .	133,763	110,827
" " coal trains	376,476	276,490
Total by transportation trains,	662,757	529,235
Miles run by wood trains . . .	2,121	2,176
" " gravel trains . . .	30,889	23,461
Total miles run by trains . .	695,767	554,872

The passenger trains have also run 40,152 miles on the New Jersey Railroad, between Jersey City and Elizabeth, drawn by the engines of that company.

During the year the ferry boats have made 3,058 trips, of twelve miles each, between New York and Elizabethport; and run 1,491 miles on excursions, making a service of 38,187 miles. In 1859 they made 3,544 trips, being a service of 42,528 miles.

PASSENGERS, FREIGHT AND COAL.

A comparison of the passenger business of the year 1860 with the year 1859, gives the following results :

	1860.	1859.	*Increase.*
Number of passengers . . .	429,288	405,939	23,349
Miles travelled by passengers,	9,433,056	8,080,798	1,352,258
Equal to through passengers,	123,470	107,744	15,726

A comparison of the merchandise business of the two years, in tons of 2,000 lbs., (excluding iron,) gives the following results :

	1860.	1859.	*Increase.*
Number of tons carried .	151,378	145,357	6,021
Tons carried one mile . .	6,908,368	6,412,745	495,623
Equal to through tonnage .	92,112	85,503	6,609

A comparison of the iron tonnage of the two years in tons of 2,000 lbs., gives the following results :

	1860.	1859.	*Increase.*
Number of tons carried .	55,355	43,061	12,294
Tons carried one mile . .	3,525,356	2,553,786	971,570
Equal to through tonnage,	55,958	40,536	15,422

A comparison of the coal business of the two years, in tons of 2,240 lbs., gives the following results, the through tonnage being calculated from Easton to Elizabethport :

	1860.	1859.	*Increase.*
Number of tons carried,	854,769	638,958	215,819
Tons carried one mile,	46,615,764	32,997,944	13,617,820
Equal to through tonnage,	739,933	523,777	216,156

The increase in Lackawanna coal was 135,182 tons, and in Lehigh coal, 80,629 tons.

Table of Engines of the Central Railroad Company of New Jersey, 1861.

No. and Name.	Net Tons.	Maker.	In Use. Yrs.	In Use. Mos.	Gauge.	Burner.	Miles Run.	Repairs.	Present Condition and Duty.		Total Mileage.	Total Repairs.	Yearly Average Mileage.	Yearly Average Repairs.
1. Gen'l Wall,.....	13	Baldwin, Rebuilt by Co.,	9		Narrow.	Wood.	9,922	$ 40 29	Wants general repairs.	On gravel train.	50,974	$ 2,511 64	5,664	$ 279 07
2. Commodore, ...	22	Norris, Rebuilt by Co., .	13	2	"	"			" "	Not in use.	109,612	5,380 49	8,325	408 64
3. Easton,.....	22	Taunton Locom. Co., . .	12	1	"	"	25,068	444 44	In fair order.	On gravel train.	205,372	7,058 20	16,996	584 13
4. Clinton,.....	22	" " "	10	9	"	"	19,401	1,260 12	" "	On passenger train.	165,982	7,781 94	15,672	723 90
5. New York,.....	26	" " "	8	9	"	"	17,330	2,135 76	In good order.	" "	148,583	8,742 80	16,980	999 14
6. Pennsylvania, ...	26	" " "	8	7	"	Soft Coal.	19,186	714 88	" "	" "	123,547	6,290 26	14,394	732 85
7. New Jersey,.....	26	Rogers, Ketchum & Co.,	8	3	"	"	21,240	599 17	" "	On freight train.	127,114	6,850 15	15,408	830 32
8. Delaware, ...	26	" " "	8	3	"	"	17,386	170 42	" "	" "	121,268	4,543 22	14,699	550 69
9. Lehigh, ...	26	" " "	8	3	"	Wood.	23,143	492 24	Wants new fire-box.	" "	176,250	5,597 65	21,363	678 50
10. Plainfield,.....	26	Taunton Locomotive Co.,	7	9		"	32,000	916 09	In good order.	On passenger train.	152,665	7,635 42	19,698	985 22
11. Westfield,.....	26	" " "	7	9		"	24,087	442 80	In fair order.	" "	203,900	9,029 53	15,033	1,165 10
12. Elizabeth,.....	26	" " "	7	7		"	31,796	1,420 18	In good order.	" "	193,862	11,208 97	25,125	1,478 11
13. Raritan,.....	26	" " "	7	5		"	17,830	1,032 18	" "	On freight train.	128,878	6,357 18	17,377	857 15
14. Bloomsbury, ...	26	" " "	6	9		"	16,968	1,011 18	In fair order.	" "	123,221	4,621 93	18,255	684 73
15. Lebanon, ...	27	N. Jersey Locomotive Co.,	5	1		"	22,206	1,170 24	In good order.	On coal train.	85,189	3,743 39	16,758	736 40
16. Asbury, ...	27	" " "	5	1	"	Soft Coal.	13,954	2,333 61	" "	" "	80,901	4,713 56	15,915	878 08
17. Hampton, ...	28	" " "	4	6	Broad.	Wood.	25,900	709 78	" "	On freight train.	113,523	3,106 92	25,227	679 31
18. Port, ...	28	" " "	4	6	"	"	21,700	1,054 85	" "	On coal train.	98,082	3,844 14	21,796	854 25
19. Essex,.....	25	Taunton, Rebuilt by Co.,	5	1	Narrow.	Hard Coal.	20,252	867 37	" "	On passenger train.	38,607	5,240 19	7,595	1,027 58
20. Bound Brook, ...	28	N. Jersey Locomotive Co.,	4	3	Broad.	Wood.	26,630	758 66	" "	On coal train.	86,527	2,403 62	20,359	506 03
21. Somerville,.....	28	" " "	4	3	"	"	25,525	1,290 78	" "	" "	89,410	3,417 21	21,038	719 52
22. Phillipsburg,.....	27	" " "	4	2	Narrow.	"	23,974	857 41	" "	" "	82,326	2,730 83	19,758	655 39
23. Craneville,.....	28	" " "	3	10	Broad.	Soft Coal.	23,400	1,621 83	" "	" "	84,061	3,019 91	21,929	787 80
24. Springtown,.....	28	" " "	3	9	Narrow.	Wood.	24,051	1,124 21	" "	" "	77,035	2,203 90	15,672	587 70
25. Active, ...	25	Danforth, Cooke & Co., .	3	11	"	"	10,800	798 61	" "	Shift'g cars at E. P.	43,490	1,750 76	11,104	447 00
26. Middlesex,.....	35	N. Jersey Locomotive Co.,	3	7	"	Hard Coal.	8,484	2,474 34	" "	On coal train.	29,596	5,020 45	7,794	1,401 06
27. Union,.....	35	" " "	2	11	Broad.	"	18,600	2,094 11	" "	" "	41,930	4,558 07	14,376	1,571 34
28. New-Market,.....	30	Rogers Locomotive Co.,	3	7	"	Wood.	24,900	857 21	" "	" "	86,474	1,763 85	24,132	492 21
29. North Branch,...	30	" " "	3	6	"	"	27,200	515 39	" "	" "	73,400	1,562 35	20,971	446 38
30. Clarksville,.....	30	" " "	3	5	"	"	22,500	1,249 64	" "	" "	64,999	2,070 93	19,024	606 12
31. Somerset,.....	32	Danforth, Cooke & Co., .	1	4	Narrow.	Hard Coal.	16,614	1,482 85	" "	" "	22,594	1,646 56	16,945	1,234 92
32. Hudson,.....	32	" " "	1	4	"	"	18,096	989 26	" "	" "	24,608	1,222 49	18,456	916 87
33. Bergen, ...	33	N. Jersey Locomotive Co.,		5	Broad.	"	9,700	164 23	" "	" "	9,700	164 23	23,280	394 15
34. Passaic,.....		(Not Delivered).			"	"								
35. Hunterdon,.....	32	Rogers Locomotive Co.,		5	Narrow.	"	9,100	89 02	" "	" "	9,100	89 02	21,840	213 65
36. Warren,.....	32	" " "		4	"	"	7,630	106 27	" "	" "	7,630	106 27	22,890	318 71
37. Dot, ...	25	Danforth, Cooke & Co.,		18	"	Wood.	4,350	77 99	" "	Shift'g cars at E. P.	4,350	77 99	6,525	116 98
38. Valley,.....	33	Swinburne Locomotive Co.,		0	"	"	11,188	92 10	In fair order.	On coal train.	11,188	92 10	13,425	110 52
39. Mulford,.....	33	" " "		9	"	Soft Coal.	3,656	2,169 00	In good order.	" "	3,656	2,169 00	4,873	2,892 00
							695,767	$35,028 51			3,299,604	$150,327 12		

The coal tonnage over the road, since the transportation of coal was commenced, has been as follows :

	Lackawanna.	*Lehigh.*	*Total.*	*Increase.*
1856,	98,670 tons.	33,325 tons.	131,995 tons.	. . . tons.
1857,	209,950 "	84,841 "	294,791 "	162,796 "
1858,	417,726 "	122,923 "	540,649 "	245,858 "
1859,	455,681 "	183,277 "	638,958 "	98,309 "
1860,	590,863 "	263,906 "	854,769 "	215,811 "
Total,	1,772,890 "	688,272 "	2,461,162 "	

EQUIPMENT.

The company own 38 engines, of which 24 are wood burners, 6 are soft-coal burners, and 8 are hard-coal burners. Of these engines, 28 are narrow gauge and 10 are broad gauge. Their condition is reported to be, 30 in good order, 5 in fair order, 2 wanting general repairs, and 1 in the shop for a new fire-box. Six of these engines have been placed on the road during the year. One more broad guage hard-coal burner was ordered, and will soon be delivered. With the present business, 30 are required for daily use. (See table of Engines, page 26.)

The equipment of cars is as follows : 19 first-class passenger cars, 2 second-class passenger cars, 7 baggage and small cars, 68 house freight cars, 18 covered cattle cars, 1 open cattle car, 103 platform freight cars, 6 caboose cars, 42 four-wheel gravel cars, 10 dirt cars, and 1 wrecking car. All the cars are in good working order, or are being made so. None have been bought during the year ; but as most of the older cars have been rebuilt in the company's shops during the past four years, and larger and better cars substituted, the value each year has been more than maintained. Purchases will soon have to be made, though the company have, as far as possible, preferred paying liberally for the cars of connecting roads, to having their own equipment scattered.

TRANSPORTATION ACCOUNT.

The following is a statement of the ordinary receipts and expenses for the year 1860 compared with 1859 :

Receipts.

	1860.	1859.	*Increase.*
Passengers . . .	$206,280 63	$187,227 32	$19,053 31
Merchandise . .	362,482 10	336,634 46	25,847 64
Coal	597,323 99	432,422 32	164,901 67
Mail	7,600 00	7,600 00	
Express . . .	7,132 32	6,072 73	1,059 59
Rents	1,222 43	1,542 00	(319 57)
Miscellaneous	3,806 39	203 31	3,603 08
Total receipts,	$1,185,847 86	$971,702 14	$214,145 72

Expenses.

Running expenses,	$117,375 84	$89,722 79	$27,653 05
Wood consumed .	79,489 87	77,121 54	2,368 33
Coal consumed . .	32,977 13	19,211 16	13,765 97
Repairs of road . .	74,276 29	59,157 32	15,118 97
Repairs of engines .	35,628 51	25,245 85	10,382 66
Rep'rs passenger cars,	11,416 84	9,002 23	2,414 61
Rep'rs freight cars,	9,358 14	8,503 43	854 71
Rep'rs buildings, bridges, &c., . .	23,184 19	10,574 75	12,609 44
Rep'rs tools & mac'ry,	4,290 03	2,501 00	1,789 03
Expense account .	24,528 42	21,131 00	3,397 42
Miscell. expenses .	11,806 13	11,941 68	(135 55)
Ferry running ex's,	35,230 99	33,512 12	1,718 83
Ferry boat repairs,	9,354 33	9,360 96	(6 63)
Ferry miscell. ex's,	6,539 75	8,730 25	(2,190 50)
Total expenses . .	$475,456 46	$385,716 08	$89,740 38
Bal. net earnings,	$710,391 40	$585,986 06	$124,405 34

The preceding table shows that the receipts, expenses, and net earnings have each increased about 22 per cent. The earnings from all sources again show an advance—the passenger receipts having increased during the year 10 per cent., the freight 8 per cent., and the coal 15 per cent.

Of the increase in expenses, nearly one-half is again in the accounts for repairs of road, equipment, &c., $43,169 42 ; in running expenses, $27,653 05 ; in consumption of fuel, $16,134 30 ; in general expenses, $3,261 87 ; while the expenses of the ferry have fallen off $478 26, though new wheels and other heavy outlays on the steamboat Red Jacket are included.

The following table was compiled for the last report, from the annual reports to the Legislature. It shows a gradual reduction in expenses, in eight years, from 57 per cent. of the gross receipts to 40 per cent., and a consequent increase in the net earnings from 43 per cent. of the receipts to 60 per cent :

	Receipts.	*Expenses.*	*Net Earnings.*
1853,	$349,018	$197,629, or 57 p.c.	$151,389, or 43 p.c.
1854,	378,145	197,349, or 52 "	180,796, or 48 "
1855,	393,729	208,856, or 53 "	184,873, or 47 "
1856,	553,479	258,308, or 47 "	295,171, or 53 "
1857,	682,314	340,502, or 49 "	341,812, or 51 "
1858,	836,934	345,614, or 42 "	491,320, or 58 "
1859,	971,702	385,716, or 39 "	585,986, or 61 "
1860,	1,185,848	475,457, or 40 "	710,391, or 60 "
Total,	$5,351,169	$2,409,431, or 45 p.c.	$2,941,738, or 55 p.c.

With the exception of a few months in 1857–'8, the monthly receipts have invariably shown an increase over those of the corresponding month of the previous year. Apart from political troubles, there is no reason why this should not continue to be the case for years to come.

Division of Working Expenses.

A division of the working expenses among the three great classes of business, passenger, merchandise, (including iron,) and coal, has not before been attempted by this company in their annual reports. From the nature of the case, the division of some of the accounts must always be a matter of estimate, and in the present attempt at a classification there is more of conjecture than will be the case another year.

The following table has been prepared by Josiah O. Stearns, the Assistant Superintendent, who has charge of the running department.

	Passenger.	*Freight.*	*Coal.*
Running account . . .	$28,007 85	$44,047 82	$45,320 17
Wood consumed on trains .	11,875 62	18,460 22	49,154 03
Coal " " . .	2,400 50	3,105 50	12,505 75
" " on ferry .	6,482 69	6,482 69	
" " stations & shops	666 68	666 66	666 66
Repairs of road . . .	13,254 67	13,382 09	47,639 53
" engines . .	6,989 83	6,614 40	22,024 28
" passenger cars .	11,416 84		
" freight cars .		9,358 14	
" b'ldings, bridges, &c.	7,728 06	7,728 06	7,728 07
" tools & machinery .	1,430 01	1,430 01	1,430 01
Expense account . . .	8,176 14	8,176 14	8,176 14
Miscellaneous expenses . .	3,935 37	3,935 37	3,935 37
Ferry running expenses .	10,415 49	24,815 50	
Ferry boat repairs . . .	4,677 16	4,677 17	
Ferry miscellaneous expenses	3,269 87	3,269 88	
Passenger expenses	$120,726 78	$156,149 67	$198,580 01
Merchandise expenses	156,149 67		
Coal expenses . .	198,580 01		
Total expenses as before .	$475,456 46		

By this statement it would appear that the cost of operating the passenger trains has been 54½ per cent. of the

receipts, of merchandise trains 43 per cent., and of coal trains 33¼ per cent.

As the number of passengers is yet small for the number of trains run, and as a considerable increase may reasonably be expected, it is probable that the percentage of cost of this branch of the transportation will be reduced. This will not hold good for merchandise, as the trains now carry full loads. The coal percentage shows much more favorably than either of the other classes; but it must be recollected that the Company own no cars, and the car-hire paid is deducted from the receipts; also, that wharves, station grounds, and tracks for the Scranton coal are furnished by the Delaware, Lackawanna and Western Railroad Company, and allowance made for the same in the price of transportation. The result of the third is thus brought much nearer to a net return.

The average of the whole is 40 per cent., which for *ordinary* expenses is as high as those of any dividend-paying *freight* road ought to be. Depreciation, renewals, and extraordinary expenses, call for large sums annually, and in a series of years will require all that can be spared from net earnings after giving a fair return on the capital invested. If made with care, such tables annually furnished by our principal railroad companies, would supply the means of estimating the cost at which business could be transacted, now often totally wanting; and prevent ruinous competition by showing when the cost price was reached. It would also throw much light on railroad management, and assist materially in the development of that economy which has been found, since 1857, to have more to do with the prosperity of a company than a mere increase in business. The success of this Company is owing far more to this than to the prices obtained; for, in fact, the latter are very low. The average receipts have been,—for passenger trains per mile run, $1 48; for merchandise trains, $2 73; for coal trains, $1 58. Every passenger has averaged a little over 2 cents per mile;

merchandise less than $3\frac{1}{2}$ cents per ton per mile ; coal $1\frac{1}{3}$ cents per ton per mile.

FINANCIAL CONDITION.

The balance sheet will be found at page 21 of the report. The following is a statement of the financial operations during the year :

Credits.		
Gross earnings, as per statement . . .		$1,185,847 86
New stock issued		1,130,000 00
Scrip stock filled		88,000 00
Increase in accounts payable		75,856 50
Total		$2,479,704 36
Debits.		
Ordinary expenses, as per statement . . .		$475,456 46
New dock, grading and filling, at Elizabethport .		2,996 71
Six engines		46,800 00
Railway superstructure, 2 miles .	$14,115 16	
Station houses built	6,934 28	
Tools, machinery, & miscell. property	1,790 94	
		22,840 38
Grading, filling at High Bridge . .	10,266 30	
Land damage (less balance to cr.)	5,557 45	
Engineering	1,554 46	
		17,378 21
First mortgage bonds paid . .	100,000 00	
Second mortgage bonds converted .	900,000 00	
Wharf loans surrendered . .	57,000 00	
Income bonds surrendered . . .	88,000 00	
Loan at 6 per cent. paid off . .	100,000 00	
		1,245,000 00
Interest on $2,000,000 bonds		140,000 00
" balance (including int. accrued not due)		52,036 69
Taxes to State for 1860, $\frac{1}{2}$ per cent. on $4,900,414 .		24,502 07
Dividend 5 per cent. 6 months, to July 1 . .		180,000 00
" $2\frac{1}{2}$ " 3 " to Oct. 1 . .		90,710 00
" $2\frac{1}{2}$ " 3 " to Jan. 1 . .		90,750 00
Materials, &c., on hand, increased . . .		13,954 19
Cash and cash items, increase		77,279 65
Total . . .		$2,479,704 36

The profit and loss account has been credited with the gross earnings $1,185,847 86

It has been debited as follows :

Ordinary expenses . .	$475,456 46	
Interest on bonds . . .	192,036 69	
Taxes to State . . .	24,502 07	
Dividends at 10 per cent. .	361,460 00	1,053,455 22
Balance equal to 3½ per cent. on Stock, transferred to Renewal Fund . .		$132,392 64

This Renewal Fund has been debited as follows :

Expenditures of year on new track, new buildings, tools, and other property charged off to cover depreciation in these accounts	$22,840 38	
Expenditures of year on construction balanced by an equal amount of discount on second Mortgage Bonds withdrawn from construction . .	17,378 21—	40,218 59
Balance to credit of Renewal Fund . .		$92,174 05

It will be observed that all expenditures on track, buildings, tools, and miscellaneous property, have been debited to the renewal fund. The inventories on file show that this has been ample to cover all depreciation, and leave a handsome margin for accidental losses. About $6,000 should be deducted from expenses and added to the $22,840 38 thus charged off, to show the actual value of property created and put against depreciation.

The engine account has been increased $46,800 by the purchase of six engines. This account, and those for cars, are kept so fully up to their value by repairs, improvements, and rebuilding, that no reduction for depreciation has been necessary.

Sundry charges have been made to construction, amounting to $17,378 21, but this has been balanced by transferring to renewal fund an equal amount of the discount on second mortgage bonds, and the railroad is thus left at the same cost as before. It will be recollected that when these bonds were issued at 85, the discount was charged to construction, thus adding $225,000 temporarily to the cost of the road. It has always been the intention to withdraw this and any other temporary charges as fast as the surplus profits would allow, and substitute legitimate and permanent expenditures to a similar amount. A beginning has now been made, by the withdrawal of the above $17,378 21, the expenditure substituted being principally for filling at the High Bridge. The balance to the credit of renewal fund will enable the Company to prosecute this work vigorously the present year, irrespective of the business of 1861. By these and other contemplated expenditures, efficiency and economy, and freedom from accident will be promoted, without adding a dollar to construction or increasing the capital on which dividends are to be earned. The discount on the income bonds was made good from the earnings of 1858 and 1859.

The capital stock has been increased $1,218,000, principally by the conversion of second mortgage bonds under the privilege which expired June 30th last. It will be observed that $900,000 only of those bonds were extinguished. A much larger amount would have been presented and cancelled, but it was deemed advisable for the Company to consolidate all their indebtedness under the two mortgages, by availing themselves of the willingness of the holders of the income bonds, wharf loans, and six per cent. loan, to exchange them for second mortgage bonds, without the privilege of conversion and on an equitable adjustment of interest. Through the agency of large bondholders, the exchange was effected without the bonds coming into the Company's hands; the claims thus acquired were surrendered; and, by virtue of a resolution of the stockholders at their

annual meeting, an equal amount of stock was issued in place thereof.

Of the first mortgage bonds, which became due the first day of August, the holders were allowed to extend $400,000 ten years to August 1st, 1870. The remaining $100,000, not being presented within the time limited, were paid at maturity, so as to leave the bonded debt just $2,000,000.

While the stock has been increased $1,218,000, the debt has been reduced $1,245,000, showing a reduction in the two combined of $27,000.

The interest accrued, but not yet payable, on the bonds, at the close of the year, namely, five months on the first mortgage, and two months on the second mortgage, has been included in the year's interest, and appears for the first time in the balance sheet as a debt. This is an extra charge on the year's earnings.

CONSTRUCTION.

During the summer an able report on permanent structures in place of the four river bridges, was prepared by James P. Kirkwood. The business on the road is now so large that it became imperative to remove as early as possible the risk of interruption and loss from the destruction by fire of one or more of the bridges, by commencing the work of replacing them with such as should be free from any such risk. Regulated in part by proposed improvements in the grades east and west of the High Bridge, the Company decided to replace this, the largest and most important, being 1,300 feet long, and 105 feet high, by an embankment; and the work has been commenced by Sidney Dillon. It will be completed in a longer or shorter time, depending on the surplus funds at the Company's disposal, and as already explained, will add nothing to the cost of the road.

A train was employed for seven months in hauling gravel on the track. Two and a quarter additional miles of side track have been laid. There have been put into the track

during the year 20,000 new cross ties, 2,150 repaired rails, and 4,091 new rails, being in all 1,183 tons of iron, and 5,152 new chairs.

Additional dock facilities have been provided at Elizabethport. The following buildings have been put up: stationary engine-house at Elizabethport, new station-house at North Branch, water fixtures at Hunt's and Asbury, engine-house and boarding-house at New Hampton. An iron bridge has been erected at Asbury road; additional land has been purchased at many points; large additions have been made to the tools and machinery in the shops.

RUNNING ON NEW JERSEY ROAD.

The experiment of having our passenger cars drawn over the New Jersey Railroad by their engines, between Jersey City and Elizabeth, instead of running the trains from and to Elizabethport, and connecting with New York exclusively by boat, has been carried on during the year with very satisfactory results. Every disposition has been manifested by the officers and managers of that Company to transport the trains and transact the business in a satisfactory manner. Any delays or annoyances that have been encountered, have been promptly remedied, or found to be the unavoidable results where the road of one company was used for the business of another.

The ferry boats have been run at times suitable to the convenience of the residents of Bergen Point, Mariner's Harbor, Elizabethport and Elizabeth, making connections with the trains as far as feasible, but without sacrificing the former to the latter. In time it is expected to make the ferry self-supporting, independent of the railroad business.

COAL BURNING.

A report on the highly important subject of fuel, and on the experience of this company, so far, in the comparative merits of wood, soft coal and hard coal, has been prepared by the superintendent, John O. Sterns, and is appended to

this report. The results, imperfect as yet, are in favor of hard coal as the most economical fuel. Soft coal is found to be also superior to wood; and has this advantage over hard coal, that the wood engines are altered to use soft coal with great ease and at a trifling expense; while hard coal seems to require a radically different construction of engine. It is likely, therefore, that this Company will continue to *alter* the wood burners into soft-coal burners and to *buy* hard-coal burners.

PREPARATION OF CROSS-TIES, PILES, &c.

The Company have under consideration the introduction of the process of creosoting the cross-ties, piles, and other wood-work used in the track, wharves, platforms, &c., to preserve them from the destructive tendencies of alternate wetting and drying. The outlay required for apparatus is not excessive. The immediate result of its adoption would be a large increase in the cost of repairs, which would continue till the ordinary period of decay for unprepared wood had elapsed since its introduction, when its benefits would be felt in an important saving. This immediate increase of expense and postponement for years of visible results, have had quite as much to do with the neglect, in this country, of all attention to processes for increasing the vitality of wood, as the cheapness of the material.

SUPPLEMENT.

At the last session of the Legislature, the supplement so often applied for was at last granted, and authority was thereby given to this Company to extend their road from Elizabeth to the Hudson River. In many respects the charter is very favorable, and gives every proper facility for selecting the best route and obtaining suitable terminal facilities. Surveys have been made during the summer of all the routes worth consideration, by James Moore, the original engineer of the Elizabethtown and Somerville Railroad; maps,

profiles, and estimates prepared; and every thing collected that was necessary for coming to a decision when the time of action should arrive. At present the directors have nothing definite to submit, and have taken no further action in the premises.

CONNECTING ROADS.

No new connections have been opened since last year. The business from every quarter and of every kind has continued to improve and develop.

The feeling in the Schuylkill coal region in favor of securing an outlet to the New York tidal waters, so as to compete on equal terms with the other coal basins, becomes stronger every season. Partly in connection with this, several distinct routes are projected to open the Mahanoy coal-field, with good prospects of success in more settled times.

The negotiations for opening the Western business, *via* Harrisburg, failed to secure remunerative rates, and were therefore abandoned. Trains to and from Harrisburg, including a morning express line to that place, have been run, however, with success, as local lines, and the cattle trains have been taken through as an experiment. Recent efforts at negotiation may terminate more favorably, in part at least.

CONCLUSION.

Regular *quarterly* dividends of two-and-a-half ($2\frac{1}{2}$) per cent. have been commenced, and will be continued hereafter in January, April, July, and October, on the 12th to 15th of the month. The unsettled state of public affairs makes the business of the coming year very uncertain; but it is not likely that any thing will occur that will interfere with the regularity of the dividends.

By order of the Board,

JOHN T. JOHNSTON,

President.

OFFICE CENTRAL R. R. COMPANY }
OF NEW JERSEY, Jan. 20, 1861. }

Balance Sheet, Central Railroad Company of New Jersey, *January* 1, 1861.

Rail Road:				Capital stock	$3,630,000 00
Grading	$1,245,682 86			First mortgage bonds, due 1865	500,000 00
Masonry	419,552 02			" " " " 1870	900,000 00
Railway superstructure and ballast	1,582,138 70				1,400,000 00
Bridge superstructure	135,990 61			Second mortgage bonds, due 1875	600,000 00
Land damages	295,448 29			Accounts payable	35,334 47
Engineering	96,812 29			Dividend 2½ per cent, payable in January	90,750 00
Interest	431,939 62			Interest on bonds, accrued not yet due	47,833 33
Disc't on second mort. bonds (balance)	207,621 79			Renewal fund, balance to credit	92,174 05
Miscellaneous expenses	65,710 61				
		$4,480,896 79			
Station houses, shops, and water stations		131,800 00			
Land and work at Elizabethport		290,713 64			
Ferry interest and boats		246,650 00			
Engines		321,000 00			
Passenger and baggage cars		48,500 00			
Freight cars		120,000 00			
Telegraph, docks, machinery, and miscell. property		35,044 44			
Chairs, spikes, iron rails, and ties on hand		30,648 00			
Workshop, materials on hand		17,479 78			
Fuel on hand		53,400 00			
Cash and accounts receivable		119,959 20			
		$5,896,091 85			$5,896,091 85

E. E. *January* 1, 1861.

Samuel Knox, *Treasurer.*

Monthly Receipts of Railroad and Ferry.

	Passenger.	Merchandise.	Coal.	Express.	Rent.	Mail.	Miscellaneous.	Total.
1860—January.....	$11,965 39	$25,807 72	$35,795 48	$ 402 45	$175 41	$633 33	$325 55	$75,105 33
February.....	10,360 11	26,718 74	37,770 81	288 56	15 41	633 33	25 00	75,811 96
March.....	13,702 46	32,496 75	55,953 42	520 14	115 41	633 34	253 81	103,675 33
April.....	15,590 24	33,819 33	48,339 00	505 66	90 00	633 33	11 40	98,988 96
May.....	16,177 55	39,311 21	52,095 07	701 34	65 82	633 33	469 07	109,453 39
June.....	18,490 43	27,695 52	58,222 17	661 90	30 00	633 34	68 70	105,802 06
July.....	23,022 15	25,535 35	51,887 42	621 95	90 00	633 33	1,050 00	102,840 20
August.....	21,566 56	28,455 84	60,516 85	581 42	251 25	633 33	941 00	112,946 25
September.....	23,528 46	32,004 60	50,143 57	649 00	30 00	633 34	55 00	107,043 97
October.....	21,308 67	35,790 98	50,591 73	862 83	30 00	633 33	73 66	109,291 20
November.....	15,645 57	29,832 20	45,258 24	662 71	139 13	633 33	457 00	92,628 18
December.....	14,923 04	25,013 86	50,750 23	674 36	190 00	633 34	76 20	92,261 03
Total, 1860.....	206,280 63	362,482 10	597,323 99	7,132 32	1,222 43	7,600 00	3,806 39	1,185,847 86
Total, 1859.....	187,227 32	336,634 46	432,422 32	6,072 73	1,542 00	7,600 00	203 31	971,702 14
Increase.....	$19,053 31	$25,847 64	$164,901 67	$1,059 59	$(319 57)	" "	$3,603 08	$214,145 72

Monthly Expenses of Railroad and Ferry.

1860.	Running Expenses.	Wood Consumption.	Coal Consumption.	Repairs of Road.	Repairs of Engines.	Repairs of Cars.	Repairs of Build'gs, &c.	Expense Account.	Miscellaneous Expenses.	Ferry Expenses.	Repairs of Ferry Boats.	Total.
January....	$8,750 38	$6,500 00	$2,000 00	$3,007 86	$2,481 03	$2,094 33	$1,473 78	$2,044 03	$539 41	$4,159 79	$479 99	$33,530 60
February ..	8,330 59	6,500 00	2,000 00	2,731 63	2,449 19	1,416 11	879 82	1,654 13	1,444 97	3,121 09	263 87	30,791 40
March.....	8,991 01	7,500 00	2,200 00	5,446 19	1,622 35	1,259 09	1,099 62	1,258 97	1,088 67	2,890 84	4,467 63	37,824 37
April.....	9,460 40	7,500 00	2,200 00	5,156 30	2,922 54	1,521 82	1,482 60	2,280 10	2,003 49	4,813 90	833 90	40,175 05
May	9,346 39	8,000 00	2,500 00	5,986 61	836 67	1,215 36	2,248 91	1,529 91	316 67	3,060 63	422 79	35,463 94
June.....	9,344 56	7,000 00	3,000 00	10,078 77	5,755 11	2,361 73	2,118 76	2,051 70	1,999 21	3,039 31	821 55	47,570 70
July	9,870 85	6,000 00	3,000 00	6,085 62	2,942 06	1,802 06	2,361 45	2,588 98	160 06	4,196 92	249 54	39,257 54
August.....	9,549 00	6,300 00	3,000 00	5,326 83	4,083 45	1,560 18	1,961 71	2,211 83	1,423 37	2,855 44	348 14	38,619 95
September.	9,676 29	5,800 00	3,000 00	12,666 49	2,619 91	1,440 98	4,991 22	1,592 31	1,130 45	3,554 08	315 91	46,787 64
October	13,244 28	5,800 00	3,200 00	6,338 63	2,832 48	2,250 82	3,002 73	3,219 50	284 01	4,387 83	351 58	44,911 86
November..	10,190 88	5,200 00	3,600 00	6,129 98	3,291 48	1,747 13	2,296 24	1,832 02	1,340 81	2,814 84	98 50	38,541 88
December..	10,621 21	7,389 87	3,277 13	5,321 38	3,792 24	2,105 37	3,557 38	2,264 94	75 01	2,876 07	700 93	41,981 53
Total, 1860	117,375 84	79,489 87	32,977 13	74,276 29	35,628 51	20,774 98	27,474 22	24,528 42	11,806 13	41,770 74	9,354 33	475,456 46
Total, 1859	89,722 79	77,121 54	19,211 16	59,157 32	25,245 85	17,505 66	13,075 75	21,131 00	11,941 68	42,242 37	9,360 96	385,716 08
Increase.....	$27,653 05	$2,368 33	$13,765 97	$15,118 97	$10,382 66	$3,269 32	$14,398 47	$3,397 42	$(135 55)	$(471 63)	$(6 63)	$89,740 38

Table of Passengers carried on the Central Railroad of New Jersey, for the year ending December 31*st*, 1860, *compared with* 1859.

STATIONS.	1860.			1859.		
	To.	From.	Total.	To.	From.	Total.
New York,	130,404	130,292	260,696	126,963	126,616	253,579
Bergen Point,	16,038	16,283	32,321	16,833	17,044	33,877
Mariners' Harbor,	16,287	16,554	32,841	16,446	17,065	33,511
Elizabethport,	48,179	49,830	98,009	44,229	46,744	90,973
Elizabeth,	35,761	34,681	70,442	34,458	33,308	67,766
Newark,	12,012	12,558	24,570	6,457	6,487	12,944
Mulford,	4,749	4,290	9,039	3,751	2,915	6,666
Craneville,	4,916	4,975	9,891	4,824	4.723	9,547
Westfield,	7,699	7,546	15,245	7,167	7,062	14,229
Scotch Plains,	7,654	7,692	15,346	7,612	7,850	15,462
Plainfield,	32,868	33,136	66,004	31,818	31,789	63,607
New-Market,	6,370	6,324	12,694	5,492	5,335	10,827
Bound Brook,	11,372	11,984	23,356	11,242	12,050	23,292
Somerville,	17,268	17,340	34,608	17,001	16,685	33,686
Raritan,	2,680	2,621	5,301	2,827	2,668	5,495
North Branch,	2,884	2,688	5,572	2,863	2,834	5,697
White House,	7,643	7,014	14,657	7,613	7,058	14,671
Lebanon,	2,523	2,545	5,068	2,777	2,801	5,578
Clinton,	5,740	5,906	11,646	5,609	5,739	11,348
High Bridge,	2,594	2,802	5,396	2,585	2,605	5,190
Clarksville,	1,637	1,543	3,180	1,565	1,921	3,486
Junction,	11,207	12,234	23,441	14,596	13,419	28,015
New Hampton,	3,981	2,711	6,692			
Asbury,	3,055	2,971	6,026	2,819	2,997	5,816
Valley,	1,972	2,028	4,000	1,966	1,961	3,927
Bloomsbury,	3,472	3,538	7,010	3,043	3,192	6,235
Springtown,	1,112	1,143	2,255	1,307	1,300	2,607
Phillipsburg,	7,469	8,486	15,955	6,657	7,424	14,081
Easton,	19,742	17,573	37,315	15,419	14,347	29,766
	429,288	429,288	858,576	405,939	405,939	811,878

	1860.	1859.
Actual No. of passengers carried,	429,288	405,939
No. of passengers carried one mile,	9,433,056	8,080,798

Table of Freight Tonnage carried on the Central Railroad of New Jersey, for the year ending December 31st, 1860, compared with 1859.

	1860.	1859.
Between New York and Bergen Point, .	740 tons.	555 tons.
" " " Mariners' Harbor,	1,331 "	1,263 "
" " " Elizabethport. .	8,607 "	8,588 "
" " " Elizabeth, . .	39 "	39 "
" " " Craneville, . .	399 "	204 "
" " " Westfield, . .	320 "	169 "
" " " Scotch Plains, .	1,907 "	1,382 "
" " " Plainfield, . .	3,329 "	3,025 "
" " " New-Market, .	769 "	704 "
" " " Bound Brook, .	450 "	757 "
" " " Somerville, . .	2,102 "	2,471 "
" " " Raritan, . . .	3,519 "	3,808 "
" " " North Branch, .	2,509 "	3,015 "
" " " White House, .	2,028 "	2,834 "
" " " Lebanon, . . .	1,044 "	1,683 "
" " " Clinton, . . .	4,683 "	5,858 "
" " " High Bridge, .	1,041 "	1,422 "
" " " Clarkesville, . .	470 "	733 "
" " " Junction, . . .	23,653 "	27,044 "
" " " New-Hampton, .	462 "	
" " " Asbury, . . .	397 "	387 "
" " " Valley, . . .	307 "	510 "
" " " Bloomsbury, . .	410 "	502 "
" " " Springtown . .	274 "	426 "
" " " Phillipsburg, .	1,661 "	2,100 "
" " " Easton, . . .	28,934 "	20,496 "
" Elizabethport " New-Hampton, .	585,417 "	456,039 "
" " " Phillipsburg, .	285,535 "	198,542 "
" Elizabeth " New-Hampton, .	1,776 "	947 "
" " " Phillipsburg, .	30,701 "	23,502 "
" All intermediate stations	66,688 "	58,370 "
Total number of tons, . . .	1,061,502 "	827,375 "

	1860.		1859.	
	Tons.	*Miles.*	*Tons.*	*Miles.*
Merchandise, .	151,378 carried	6,908,368	145,357 carried	6,412,745
Iron, . . .	55,355 "	3,525,356	43,061 "	2,553,786
Coal, . . .	854,769 "	46,615,764	638,957 "	32,997,944
	1,061,502 "	57,049,488	827,375 "	41,964,475

REPORT ON COAL BURNING.

To the President and Directors of the Central Railroad Co. of N. J.:

GENTLEMEN:—In accordance with a resolution passed by the Board, that the Superintendent be requested to make, at the end of the year, a separate and Special Report of the experience of the Company in the use of different kinds of fuel, I respectfully report as follows:

From the year 1838, when the first engine was placed upon the road, to 1846, when the present Company was organized, Southern and New Jersey yellow pine-wood was used exclusively for fuel; except for about six months in 1841, when bituminous coal was used. From 1846 to 1853, Southern pine-wood continued to be exclusively used by the Company as a fuel. From 1853 to 1857, oak wood obtained upon the line of the road was exclusively used. From 1857 to 1861, oak wood was still the principal fuel, but anthracite and bituminous coals have also been used to generate steam upon such engines as were designed for that use. From April 1st, 1858, to January 1st, 1861, is the period from which I propose to make comparisons of the Company's experience in different kinds of fuel.

The Company have, at the present time, thirty-eight engines, six of which have been altered from burning wood to burning bituminous coal, twenty-four that burn wood, and eight that burn anthracite coal, having been constructed for that purpose. During the last two years and nine months the wood engines have run 1,353,909 miles, the anthracite coal

engines 165,585 miles, and the bituminous coal engines 112,757 miles—being a total of 1,632,251 miles.

The Essex was the first anthracite coal-burning engine owned by the Company. It was placed upon the road in 1856, and was built at the Taunton Locomotive Company's shops as an experimental machine. The boiler was of the Dimpfil plan. The fire-box and fire-surface arrangements were defective, causing a failure, although it ran 11,000 miles, principally upon passenger trains. No reliability could be placed upon its performance. The engine was rebuilt in 1859, and the boiler was replaced by a new one. It has since run 29,000 miles, principally upon passenger trains, averaging 56 miles to a ton of coal consumed. By averaging the wood consumed by five engines, of about the same capacity as the Essex, and running upon similar trains, their average has been 54 miles to a cord of wood, which, rated at $5 per cord of wood, and $3 per ton of coal, makes a difference of cost of 4 cents per mile in favor of coal.

The next two anthracite engines were built by the New Jersey Locomotive Company at Paterson, namely, the Middlesex and Union, and were put upon the road in 1858. The Middlesex has six driving wheels, four feet in diameter, and seventeen by twenty-four inch cylinders, and has run upon coal trains 24,377 miles, and averaged 23 miles to a ton of coal consumed. The Union has four driving wheels, four feet in diameter, sixteen by twenty-two inch cylinders, has run 40,000 miles upon coal trains, and has averaged 25 miles to a ton of coal consumed. We have no wood engine similar to the Middlesex to compare with it. In comparison with the New Market, North Branch, and Clarksville engines, of about the same capacity, and doing the same kind of service, all having the same size cylinders and wheels, the fuel for the Union was about 4 cents less per mile run than it was for the wood engines.

The next anthracite engines were built by Danforth, Cooke & Co., in 1859, namely the Somerset and Hudson, and

both have six driving wheels, four feet in diameter, and seventeen by twenty-four inch cylinders. The Somerset has run upon coal trains 22,500 miles, averaging 21 miles to a ton of coal. The Hudson has run upon coal trains 24,600 miles, averaging 22 miles to a ton of coal. We have no wood engines similar to these with which to compare them.

The next anthracite engines, namely, the Bergen, built by the New Jersey Locomotive Company, and the Hunterdon and Warren, built by the Rogers Locomotive Company, were placed upon the road in 1860. They each have four driving wheels, four and a half feet in diameter, and sixteen by twenty-four inch cylinders, and are all upon coal trains. The Bergen has run 9,700 miles, and averaged $31\frac{3}{10}$ miles to a ton of coal. The Hunterdon has run 9,100 miles, and averaged $29\frac{3}{10}$ miles to a ton of coal. The Warren has run 7,600 miles, and averaged $32\frac{4}{10}$ miles to a ton of coal. The three engines have run 26,400 miles, at an average of 31 miles to a ton of coal; which, at $3 per ton, makes the cost of fuel per mile run $9\frac{7}{10}$ cents. For comparison with these, I take three wood-burning engines, about equal as to capacity, having the same number and size of driving wheels, and the cylinders averaging about the same, and also doing the same kind of service; but the average of the latter is for two years and nine months, while the anthracite engines have run but a few months. The wood engines have run 188,000 miles, averaging $28\frac{3}{10}$ miles to a cord of wood. Rated at $5 per cord, this makes the cost per mile run $17\frac{3}{10}$ cents, or the cost of wood $7\frac{6}{10}$ cents more per mile run than the cost of coal, for the three compared coal engines. The latter being new and in perfect order, and having run but a few months, I think that 7 cents per mile could be relied upon as a fair basis of difference in fuel.

In comparing the difference of cost between the use of bituminous coal and wood, I rate the wood at $5 per cord, and the coal at $5 per ton. I find that in using bituminous coal as a fuel, in the different engines built for wood but

altered for that purpose, the cost per mile run has varied materially, being from 1 to 7 cents less per mile than the cost of fuel used by similar engines still burning wood. The cost of fuel of the Asbury, before it was altered to burn coal, was $20\frac{3}{10}$ cents per mile run ; and with coal, since altered, $16\frac{3}{10}$ cents per mile run. The cost of fuel of the Craneville, before it was altered, was 17 cents per mile run, and with coal, since altered, 16 cents per mile run.

The difference of cost in the two Swinburne engines has been 7 cents per mile in favor of the one burning bituminous coal, the two engines being alike as to capacity in every particular, except that the cylinder of the one burning coal is one inch in diameter less than the one burning wood.

I think the average difference in the experience of the Company thus far, has been a saving of fuel by the use of bituminous coal of about 3 cents per mile run.

To arrive at the comparative difference in the cost of the different kinds of fuel to be hereafter used, will require more experience in the use of coal, and engines for generating steam, than the company now have. While their experience in engines and wood consumption has not been unlimited, still they have paid particular attention to economy in the consumption of wood for the past three years. The engines have been fitted with all approved improvements, and the most experienced engineers have been employed, at large salaries, with the object of economizing the fuel, and the consumption shows a large reduction over former years, more especially for the first two years. For the past year there has been no improvement over the preceding years. The wood consumed for the last three years has cost the Company about 14 cents per mile run. For the four years preceding it cost a fraction over 15 cents per mile run. The engines used in the first four years were not as well adapted for the services they performed as those in use for the past three years, and a larger proportion of them were inferior and not as economical in the consumption of fuel, and

in the last three years they have also more uniformly drawn full loads ; so that it is reasonable to presume, that no material further reduction will ever be made in the quantity of consumption or in the cost of wood ; while the Company can, by further experience and improvements upon anthracite coal-burning engines, and by their engineers having more experience in its use, anticipate great improvements in the use of anthracite coal as to quantity, without much fear of its cost increasing.

All our anthracite coal-burning engines except the last three, namely, the Bergen, Hunterdon, and Warren, have been constructed in accordance with the views of the builders ; although suggestions were made by our master mechanic to some of them, and adopted as to the size and arrangements of the fire-boxes. I do not consider any of them as perfect or medium coal-burners. The Bergen, Hunterdon, and Warren were constructed as to the fire-boxes upon Milholland's plan, and are as perfect coal-burners as any machines that we know of ; but they have only run a few months, and consequently we cannot determine the difference in cost between good machines using wood and good machines using anthracite coal. The actual cost is not to be determined merely by the cost of fuel used, but by the cost of the fuel and cost of repairs to the engines for several years. The cost of repairs of our anthracite engines, except the Bergen, Hunterdon, and Warren, has been very large, double the amount it was upon our wood engines ; but some of them are very heavy and draw large loads, which reduces the cost per ton. The expenses have not been caused wholly by burning coal, but partly by imperfect work in their construction.

If the three comparatively perfect anthracite engines make a saving in fuel of 7 cents per mile run, over three equally good wood engines, the difference in cost of repairs cannot exceed 3 cents per mile run, leaving a net saving of 4 cents per mile run by substituting anthracite coal for

wood, and would have saved the Company over $20,000 the last year, if all their freight trains had been drawn by good anthracite coal-burning engines.

From our present experience, I am satisfied there is a saving by using bituminous coal instead of wood, and that it is expedient to alter several more of our wood-burning freight engines to burn bituminous coal, especially as the change is easily and cheaply made ; and that there is a very large saving in using anthracite coal instead of wood to generate steam. What actual amount can be saved, time and further experience will alone determine.

JOHN O. STERNS,
Superintendent

Elizabethport, *January* 14, 1861.

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EIGHTEENTH ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

TO THE

STOCKHOLDERS

OF THE

Central R. R. Co. of New-Jersey,

JANUARY 1, 1865.

New-York:
LANE, 69 WALL STREET.
1865.

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EIGHTEENTH ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

TO THE

STOCKHOLDERS

OF THE

Central R. R. Co. of New-Jersey,

JANUARY 1, 1865.

New-York:
NATHAN LANE, 69 WALL STREET.

1865.

President.

JOHN TAYLOR JOHNSTON.

Board of Directors.

JOHN TAYLOR JOHNSTON,	New-York.
JOHN C. GREEN,	"
WILLIAM E. DODGE,	"
ADAM NORRIE,	"
BENJAMIN WILLIAMSON,	Elizabeth.
F. T. FRELINGHUYSEN,	Newark.
HENRY D. MAXWELL,	Easton, Pa.
ASA PACKER,	Mauch Chunk, Pa.

Secretary and Treasurer.

SAMUEL KNOX.

Engineer.

JAMES MOORE.

Superintendent.

JOSIAH O. STEARNS.

385.4
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1864

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REPORT.

The Directors of the Central Railroad Company of New-Jersey present to the stockholders the following report, for the year ending December 31st, 1864. For convenience of comparison, many of the statements are made to cover the year 1863 as well as the past year.

SERVICE OF THE ROAD AND FERRY.

The service of the road has been as follows:

	1864.	1863.	Inc. or Dec.
Miles run by passenger trains,	290,641	214,483	76,158 Inc.
" " merchandise trains,	177,688	187,159	9,471 Dec.
" " coal trains,	415,740	383,451	32,289 Inc.
Total by transportation trains,	884,069	785,093	98,976 "
Miles run by wood trains,	2,633	1,663	970 "
" " gravel and construction trains,	61,516	25,285	36,231 "
Total miles run by trains,	948,218	812,041	136,177 "

The passenger trains also ran 40,768 miles on the New-Jersey Railroad, between Jersey City and Elizabeth, drawn by the engines of that Company, before this Company's own road was opened, against 59,164 run last year.

During the year the boats have run 29,882 miles on the ferry between New-York and Elizabethport, and 9,165 miles in carrying live stock to Fortieth street, making a service of 39,047 miles. In 1863 they ran 38,582 miles.

15343

PASSENGERS, FREIGHT, AND COAL.

A comparison of the passenger business of the year 1864 with the year 1863 gives the following results:

	1864.	1863.	Inc. or Dec.	
Number of passengers,	698,808	529,017	169,791	Inc.
Miles travelled by passengers,	19,397,515	13,181,971	6,215,544	"
Equal to through passengers,	258,633	175,759	82,874	"

A comparison of the merchandise business of the two years, in tons of 2,000 lbs., (excluding iron,) gives the following results:

	1864.	1863.	Inc. or Dec.	
Number of tons carried,	272,266	263,625	8,641	Inc.
Tons carried one mile,	14,610,805	13,540,017	1,070,788	"
Equal to through tonnage,	194,811	180,534	14,277	"

A comparison of the iron tonnage of the two years, in tons of 2,240 pounds, gives the following results:

	1864.	1863.	Inc. or Dec.	
Number of tons carried,	69,225	80,853	11,628	Dec.
Tons carried one mile,	4,430,400	5,172,456	742,056	"
Equal to through tonnage,	69,225	80,820	11,595	"

A comparison of the coal business of the two years, in tons of 2,240 pounds, gives the following results, the through tonnage being calculated from Easton to Elizabethport:

	1864.	1863.	Inc. or Dec.	
Number of tons carried,	1,149,964	1,049,881	100,083	Inc.
Tons carried one mile,	62,372,269	56,795,557	5,576,712	"
Equal to through tonnage,	974,564	887,431	87,133	"

There was an increase in Lackawanna coal of 61,789 tons, and in Lehigh coal of 38,294 tons.

The coal tonnage over the road, since the transportation of coal was commenced, has been as follows:

	Lackawanna.	Lehigh.	Total.	Inc. or Dec.
1856,	98,670 tons.	33,325 tons.	131,995 tons.	131,995 Inc.
1857,	209,950 "	84,841 "	294,791 "	162,796 "
1858,	417,726 "	122,923 "	540,649 "	245,858 "
1859,	455,681 "	183,277 "	638,958 "	98,309 "
1860,	590,863 "	263,906 "	854,769 "	215,811 "
1861,	568,869 "	254,345 "	823,214 "	31,555 Dec.
1862,	502,375 "	314,195 "	816,570 "	6,644 "
1863,	613,954 "	435,927 "	1,049,881 "	233,311 Inc.
1864,	675,743 "	474,221 "	1,149,964 "	100,083 "
Total,	4,133,831	2,166,960	6,300,791	

EQUIPMENT.

The Company own 59 engines, of which 21 burn wood and 38 hard-coal. Of these engines, 47 are narrow gauge and 12 broad gauge. Their condition is reported to be as follows: 30 in good order, 17 in fair order, 8 wanting general repairs, 2 in shop for repairs, and 2 not in use. Seven new locomotives have been placed on the road during the year, and six more are ordered but not yet delivered. About fifty engines are required for the ordinary daily service. (See table of engines.)

The equipment of cars is as follows: 30 first-class passenger cars, 4 second-class passenger cars, 7 baggage and mail cars, 4 smoking-cars, 79 eight-wheel house freight cars, 12 four-wheel house freight cars, 20 eight-wheel cattle cars, 103 eight-wheel platform cars, 110 six-wheel platform cars, 15 six-wheel lime cars, 306 eight-wheel coal cars, 109 four-wheel coal cars, 142 four-wheel dirt cars, and 1 wrecking car.

TRANSPORTATION ACCOUNT.

The following is a statement of the ordinary receipts and expenses for the year 1864 compared with 1863:

RECEIPTS.

	1864.	1863.	Inc. or Dec.	
Passengers,	$448,223 94	$287,959 28	$160,264 66	Inc.
Merchandise,	731,722 16	605,335 27	126,386 89	"
Coal,	1,317,954 27	1,021,151 57	296,802 70	"
Mail,	7,600 00	7,600 00	.....	
Express,	22,604 17	11,992 29	10,611 88	"
Rents,	2,223 47	1,175 35	1,048 12	"
Miscellaneous,	6,856 44	6,762 70	93 74	"
Total receipts,	$2,537,184 45	$1,941,976 46	$595,207 99	"

EXPENSES.

Running expenses,	$239,431 00	$156,457 20	$82,973 80	Inc.
Wood consumed,	66,114 84	61,708 30	4,406 54	"
Coal consumed,	207,739 83	113,980 04	93,759 79	"
Repairs of road,	175,913 92	136,518 83	39,395 09	"
Repairs of engines,	63,464 40	53,193 22	10,271 18	"
Repairs passenger cars,	28,834 16	15,492 03	13,342 13	"
Repairs freight cars,	30,698 94	12,005 73	18,693 21	"
Repairs coal cars,	19,848 28	3,109 61	16,738 67	"
Repairs docks, Eliz'port,	14,814 14	19,281 37	4,467 23	Dec.
Repairs b'ldings, bridges,	32,231 39	19,119 98	13,111 41	Inc.
Repairs tools, machinery,	12,770 91	2,391 16	10,379 75	"
Expense account,	41,697 69	32,470 37	9,227 32	"
Miscellaneous expenses,	44,624 91	25,877 86	18,747 05	"
Ferry running expenses,	79,658 50	49,313 58	30,344 92	"
Ferry boat repairs,	71,177 35	9,559 95	61,617 40	"
Ferry miscell. expenses,	25,278 82	13,247 52	12,031 30	"
Car service,	77,255 46	91,005 69	13,750 23	Dec.
Total expenses,	$1,231,554 54	$814,732 44	$416,822 10	Inc.
Balance net earnings,	$1,305,629 91	$1,127,244 02	$178,385 89	"

The following table shows the receipts, expenses, and net earnings from the beginning of the annual reports to the Legislature to the present time:

	Receipts.	Expenses.	Net earnings.
1853,	$349,018	$197,629, or 57 p. c.	$151,389, or 43 p. c.
1854,	378,145	197,349, or 52 "	180,796, or 48 "
1855,	393,729	208,856, or 53 "	184,873, or 47 "
1856,	553,479	258,308, or 47 "	295,171, or 53 "
1857,	682,314	340,502, or 49 "	341,812, or 51 "
1858,	836,934	345,614, or 42 "	491,320, or 58 "
1859,	971,702	385,716, or 39 "	585,986, or 61 "
1860,	1,185,848	475,457, or 40 "	710,391, or 60 "
1861,	1,201,895	522,452, or 43 "	679,443, or 57 "
1862,	1,397,586	623,245, or 44 "	774,341, or 56 "
1863,	1,941,976	814,732, or 42 "	1,127,244, or 58 "
1864,	2,537,185	1,231,554, or 49 "	1,305,631, or 51 "
Total,	$12,429,811	$5,601,414, or 45 p. c.	$6,828,397, or 55 p. c.

An increase in receipts is here shown of $595,207.99, or 31 per cent. The increase in passenger business was $160,264.66, or 56 per cent. In merchandise receipts, $126,386.89, or 21 per cent, distributed through every department. In coal receipts, $296,802.70, or 29 per cent.

The expenses show an increase of $416,822.10, or 51 per cent. There has been an increase in running expenses of $82,973.80; in fuel consumed of $98,166.33; in repairs of road of $39,395.09; in repairs of equipment of $59,045.19; in other repairs of $19,023.93; in general expenses of $27,974.37; in ferry accounts of $103,993.62; and in car service a decrease of $13,750.23.

The gross receipts per mile run have been as follows: From passenger trains, $1.54 against $1.47 in 1863; from merchandise trains, $4.12 against $3.23; from coal trains, $3.16 against $2.66. The average receipts per mile run from all trains has been $2.83, against $2.47 the previous year.

FINANCIAL CONDITION.

The balance-sheet will be found at page 14 of the report. The following is a statement of the financial operations during the year.

CREDITS.

Gross earnings, as per statement,		$2,537,184 45
Capital, instalments paid on new stock,		1,879,840 00
Cash and accounts receivable, decrease,		251,066 21
Total,		$4,668,090 66

DEBITS.

Ordinary expenses, as per statement,		$1,231,554 54
Grading, second track, extension, etc.,	$158,580 16	
Masonry,	75,056 52	
Railway superstructure,	212,784 94	
Bridge superstructure,	260,704 61	
Engineering,	5,105 32	
	716,231 55	
Less credit to railroad,	20,333 70	
		*695,897 85
Communipaw filling and bulkheads,		233,513 42
Station-houses,		31,166 29
New ferry boats,		247,192 63
Docks in New-York,		103,000 00
Engines,		118,265 00
Passenger cars,		31,950 00
Cars built in shops or purchased,		155,322 55
Tools, machinery, miscellaneous property, increase,		481,687 40
Sundry accounts, material, etc., increase,		22,815 46
Extra dividend, 10 per cent, for 1863,		515,000 00
Quarterly dividend for year, 10 per cent,		569,573 44
Interest account for year,		155,133 71
State taxes for 1862, ½ per cent on $4,904,668,		26,416 75
United States taxes,		49,601 62
Total,		$4,668,090 66

* Expenditures on present road and second track, $239,927.60; on extension to Jersey City, $455,970.85.

The profit and loss account has been credited with the gross earnings,.....$2,537,184 45

It has been debited as follows:

Ordinary expenses,.....	$1,231,554 54	
Interest account,.....	155,133 71	
Taxes to State,.....	26,416 75	
United States taxes,.....	49,601 62	
Dividends, 10 per cent,.....	569,573 44	2,032,280 06
Balance equal to 8 per cent on Stock, transferred to Renewal Fund,.....		504,904 39
Add balance to credit of Fund last year,.....	638,254 87	
Less extra dividend 10 per cent for 1863,....	515,000 00	123,254 87
Total,.....		$628,159 26

EXTENSION TO JERSEY CITY.

The extension of the road from Elizabeth to Jersey City was formally opened on the second of August, and the passenger trains have since run regularly over the new road. The permanent ferry slips on the New-York side are building at the foot of Liberty and Cedar streets, just south of the Courtlandt street ferry. The new and magnificent ferry-boats "Central," and "Communipaw," run from here to the ferry slips built on the Jersey shore south of Jersey City. Every thing about the boats and slips has been planned for a large business calculated to increase rapidly; and provision has also been made for ferries to other points, from the Jersey terminus, when required. As the shoal water in which the terminus is located is known as Communipaw Cove, in honor of the well-known Dutch settlement of the same name on the shore of the mainland, the name of Communipaw Ferry has been adopted, to distinguish this from the other ferries across the Hudson. When the road was opened, as above, but little beyond a temporary slip and an uncovered platform had yet been prepared at this point. Since then comfortable buildings have been erected, or are in process of erection, two ferry slips have been completed, bulkheads about 1,200 feet

in front along the river and extending back parallel to each other have been built, and the solid filling within them sufficiently advanced to give promise of an early ability to transfer to this point large portions of the freight business. Extensive wharves, basins, and warehouses, involving during a series of years the expenditure of large sums, are a part of the plans of the Company at this point.

The track now used, on the extension, is in many places a temporary one laid at the side of the roadway, leaving room in the centre for the steam excavators to take out the cuts to the grade established for the permanent tracks. Two such "steam paddies" are at work, the material excavated being now used in filling up the trestle-work, and when that is completed will be taken to Communipaw Bay. Double track has been laid wherever practicable. At present every thing looks favorable for the rapid prosecution of all the work on the peninsula.

The Newark Bay Bridge—two miles long—is now entirely completed, except some stone filling still required in the cribs, and some additional oak fender piles, and is much admired. It has been tried by a very severe winter and stood the test remarkably well, fulfilling all the expectations of its friends. The movements of the heavy fields of ice have had very little effect upon it.

PORT JOHNSTON.

The new coal station to be established at Bergen Point, in what has been heretofore known as North East Harbor, has been commenced this spring, and will be pushed on as vigorously as possible. The want of this new outlet is keenly felt, and without it the coal trade cannot be materially increased; nor can that regularity be kept up, which is essential to the success and profit of the trade, till the additional facilities here to be provided begin to make themselves felt.

GENERAL CONSTRUCTION.

At the four large bridges, on the western end of the road, work has been steadily going on. The High Bridge is now so entirely filled up that the tracks rest on earth the entire dis-

tance, and the embankment has assumed its permanent character. The masonry of the Springtown Bridge is finished, that of the Bloomsbury Bridge is up to the spring of the arches, and the Green's Mills viaduct is also ready to turn the arches.

The same difficulty in procuring men having continued that was felt last year, aggravated by the high and rapidly advancing prices of all kind of materials, no work has been pressed that would bear delay. The urgent necessity for completing the extension, so far as to enable it to be opened, was also very much in the way of all other work.

SOUTH BRANCH RAILROAD.

This branch road, extending from Somerville to Flemington, 16 miles, and under lease to and run by the Company, was opened for travel on the first July, thus supplying a New-York outlet to a rich country heretofore comparatively shut off.

The business has been unexpectedly good, and is likely at once to make a return sufficient to pay interest and expenses, besides keeping up the road. The cost of the road and buildings on first January was $394,745.27.

WORKSHOPS AND ENGINE-HOUSES.

Small shops, a turn-table, and an engine-house have been put up at Communipaw; some temporary accommodations at other points; and an engine-house and turn-table at Elizabeth. There is an urgent necessity for more repair shops, and large buildings for the purpose have been planned at Phillipsburg, which will be at once commenced. Much trouble was experienced from the deficiency in this respect, in keeping up the efficiency of the equipment during the past winter, when suffering from the unusual severity of the season; and at one time the business was carried on with extreme difficulty.

THROUGH TRADE WITH THE WEST.

Since the opening of the extension the through passenger business in connection with the Pennsylvania Railroad has been perfected by doubling the trains, and they are now run-

ning regularly with sleeping cars and every convenience. A large increase in travel has been the result, and the route has rapidly gained in favor.

CONCLUSION.

The brightening aspect of affairs and the hopes entertained that the war is actually drawing to a close, make it probable that much work which the Company have been compelled to defer from inability to command labor can now be undertaken, and also that they can soon add largely to their equipment of all kinds at more reasonable prices than have prevailed.

By order of the Board,

JOHN TAYLOR JOHNSTON,
President.

OFFICE CENTRAL RAILROAD COMPANY
OF NEW-JERSEY, March, 1865.

Balance Sheet, Central Railroad Company of New-Jersey, *January* 1, 1865.

Railroad, 64 miles double track:			Capital stock,		$6,500,000 00
Grading,	$1,461,834 81		First mortgage bonds, due 1865,	$500,000 00	
Masonry,	532,874 53		" " " " 1870,	900,000 00	
Railway superstructure and ballast,	1,844,797 60				
Bridge superstructure,	135,990 61		Second mortgage bonds, due 1875,		1,400,000 00
Land damages,	322,567 06		Dividend 2½ per cent, payable in January,		600,000 00
Engineering,	102,670 80		Interest on bonds, accrued not yet due,		159,117 50
Interest charged to construction,	431,939 62		Accounts payable,		47,833 33
		$4,832,675 03	Renewal fund, balance to credit,		429,399 40
Extension to Jersey City, 10 miles, in progress,		686,336 27			628,159 26
Communipaw filling and bulkheads,		255,273 25			
Station-houses, shops, and water-stations,		167,166 29			
Land and work at Elizabethport,		302,476 37			
Ferry interest and boats,		554,342 63			
Engines,		585,765 00			
Passenger and baggage cars,		84,450 00			
Freight cars,		196,800 00			
Coal cars,		211,522 55			
Telegraph, docks, machinery, miscell. property, etc.,		1,405,654 74			
Chairs, spikes, iron rails, and ties on hand,		81,124 85			
Materials and fuel on hand,		41,524 99			
Cash and accounts receivable,		359,397 52			
		$9,764,509 49			$9,764,509 49

E. E. *January*, 1865.

Samuel Knox, *Treasurer.*

Monthly Receipts of Railroad and Ferry.

	Passenger.	Merchandise.	Coal.	Express.	Rent.	Mail.	Miscellaneous.	Total.
1864—January,.....	$21,023 01	$58,428 52	$56,062 57	$1,634 50	$90 41	$633 33	$268 48	$138,140 82
February,.....	21,736 56	59,970 97	101,299 91	1,547 24	144 75	633 33	444 63	185,777 39
March, ...	28,725 47	64,831 62	135,147 65	1,639 15	50 41	633 34	611 21	231,638 85
April,.....	30,498 61	58,389 05	134,669 73	1,634 75	118 74	633 33	599 52	226,543 73
May,.....	30,090 26	50,630 89	88,220 28	1,987 00	87 74	633 33	285 30	171,934 80
June, ...	36,088 46	53,316 87	133,599 30	2,146 10	145 83	633 34	617 67	226,547 57
July,.....	42,321 29	48,533 15	132,567 02	1,754 14	423 73	633 33	677 83	226,910 49
August,.....	49,574 68	65,955 76	137,775 05	1,919 04	112 07	633 33	400 12	256,370 05
September,...	53,888 64	64,798 37	121,544 50	1,957 53	88 40	633 34	403 65	243,314 43
October,.....	46,801 76	59,173 51	71,476 41	1,891 00	233 24	633 33	702 28	180,911 53
November,...	44,808 44	71,388 67	93,216 90	2,279 45	522 91	633 33	982 33	213,832 03
December,...	42,666 76	76,304 78	112,374 95	2,214 27	205 24	633 34	863 42	235,262 76
Total, 1864,.....	$448,223 94	$731,722 16	$1,317,954 27	$22,604 17	$2,223 47	$7,600 00	$6,856 44	$2,537,184 45
Total, 1863,.....	287,959 28	605,335 27	1,021,151 57	11,992 29	1,175 35	7,600 00	6,762 70	1,941,976 46
Increase,.....	$160,264 66	$126,386 89	$296,802 70	$10,611 88	$1,048 12	.....	$93 74	$595,207 99

Monthly Expenses of Railroad and Ferry.

1864.	Running Expenses.	Wood Consumption.	Coal Consumption.	Repairs of Road.	Repairs of Engines.	Repairs of Cars.	Repairs of Buildings, etc.	Expense Account.	Miscellaneous Expenses.	Ferry Expenses.	Repairs of Ferry Boats.	Car Service.	Total.
January,...	$15,490 80	$3,900 00	$11,400 00	$9,924 11	$4,848 78	$4,635 17	$3,897 03	$2,617 27	$3,506 03	$8,414 47	$404 71	$4,320 73	$73,359 10
February,..	15,801 31	3,900 00	12,900 00	9,710 03	4,547 84	4,769 18	3,760 40	2,150 94	1,869 05	6,072 97	3,034 04	6,135 59	74,651 35
March, ...	17,688 76	5,000 00	14,500 00	18,815 92	3,938 48	5,370 43	3,565 08	2,018 43	4,326 59	7,001 18	2,550 39	8,246 64	93,021 90
April,.....	17,266 30	4,500 00	13,500 00	12,736 24	6,660 42	7,712 17	4,724 10	3,481 23	3,202 94	8,142 87	2,609 40	9,856 32	94,391 99
May,.....	15,762 86	3,900 00	14,500 00	11,110 80	4,412 26	6,666 56	4,588 71	2,420 90	3,309 54	5,066 08	687 16	5,026 03	77,450 90
June, ...	18,277 81	4,500 00	16,500 00	16,932 19	4,552 65	5,251 71	2,999 41	3,964 01	1,790 79	5,311 25	7,605 30	4,680 41	92,365 53
July,.....	19,111 03	6,000 00	14,000 00	14,507 89	4,647 50	5,395 38	3,421 97	4,719 83	3,098 79	9,335 36	12,625 81	8,104 49	104,968 05
August,....	22,299 25	6,000 00	15,000 00	15,296 54	4,912 63	7,925 92	6,860 11	4,180 12	4,752 43	11,198 67	17,561 51	6,248 47	122,235 65
September,.	23,451 95	6,000 00	18,000 00	19,786 34	4,753 00	8,097 46	2,792 52	2,361 40	4,328 17	13,375 36	13,201 15	5,219 45	121,366 80
October,...	22,438 40	6,000 00	16,000 00	15,081 10	7,331 12	6,474 27	6,522 92	4,130 79	7,922 39	11,298 87	23,907 31	1,098 60	128,205 77
November,.	24,192 35	8,000 00	16,000 00	14,750 25	4,652 61	7,970 07	8,508 14	3,192 18	1,724 75	9,597 09	32,948 05	7,794 19	139,329 68
December,..	27,650 18	8,414 84	45,439 83	17,262 51	8,207 11	9,113 06	8,176 05	6,460 59	4,793 44	10,123 15	(45,957 48)	10,524 54	110,207 82
Total, 1864,	239,431 00	66,114 84	207,739 83	175,913 92	63,464 40	79,381 38	59,816 44	41,697 69	44,624 91	104,937 32	71,177 35	77,255 46	1,231,554 54
Total, 1863,	156,457 20	61,708 30	113,980 04	136,518 83	53,193 22	30,607 37	40,792 51	32,470 37	25,877 86	62,561 10	9,559 95	91,005 69	814,732 44
Increase,...	$82,973 80	$4,406 54	$93,759 79	$39,395 09	$10,271 18	$48,774 01	$19,023 93	$9,227 32	$18,747 05	$42,376 22	$61,617 40	(13,750 23)	$416,822 10

Table of Passengers carried on the Central Railroad of New-Jersey for the year 1864, *compared with* 1863.

STATIONS.	1864.			1863.		
	To.	From.	Total.	To.	From.	Total.
New-York,.....	222,518	211,848	434,366	167,930	175,973	343,903
Communipaw,.....	281	175	456	.....	.....	.....
Salterville,.....	1,363	1,164	2,527	.....	.....	.....
Mariners' Harbor,....	13,625	15,069	28,694	13,761	11,241	25,002
Bergen Point,.....	23,537	24,004	47,541	26,996	26,167	53,163
Elizabethport,.....	62,624	51,962	114,586	47,393	54,166	101,559
Elizabeth, ...	74,650	84,170	158,820	36,074	29,491	65,565
Newark,.....	.....	.....	.....	13,915	15,127	29,042
Mulford,.....	6,939	7,316	14,255	6,390	6,284	12,674
Cranford,.....	6,739	6,967	13,706	5,774	5,579	11,353
Westfield, ...	9,479	9,817	19,296	8,151	7,845	15,996
Scotch Plains,.....	8,967	9,204	18,171	7,207	7,487	14,694
Plainfield, ...	47,481	46,408	93,889	35,064	34,961	70,025
New-Market,.....	7,952	8,240	16,192	6,827	6,702	13,529
Bound Brook,.....	17,348	16,901	34,249	13,345	13,954	27,299
Somerville,.....	32,038	31,076	63,114	22,697	23,185	45,882
Ricefield,.....	281	309	590	.....	.....	.....
Flagtown,.....	1,135	1,069	2,204	.....	.....	.....
Neshanic,.....	2,463	2,437	4,900	.....	.....	.....
Three Bridges,.....	1,181	1,245	2,426	.....	.....	.....
Flemington,.....	4,798	5,147	9,945	.....	.....	.....
Raritan,.....	2,282	2,745	5,027	2,279	2,036	4,315
North-Branch, ...	3,257	3,591	6,848	2,969	2,973	5,942
White House,.....	9,455	9,972	19,427	9,486	8,971	18,457
Lebanon,.....	2,843	2,800	5,643	2,387	2,465	4,852
Clinton, ...	9,359	9,052	18,411	6,830	7,024	13,854
High Bridge,.....	5,153	4,939	10,092	3,530	3,661	7,191
Spruce Run,.....	2,967	3,063	6,030	1,622	1,531	3,153
Junction,.....	27,118	28,944	56,062	20,442	19,710	40,152
Asbury,.....	4,887	5,205	10,092	3,692	3,715	7,407
Valley,.....	2,588	2,697	5,285	2,129	2,043	4,172
Bloomsbury,.....	5,590	5,412	11,002	3,926	4,035	7,961
Springtown,.....	1,991	2,152	4,143	2,194	2,173	4,367
Phillipsburgh,.....	10,523	5,777	16,300	4,937	9,078	14,015
Easton,.....	65,396	77,931	143,327	51,070	41,440	92,510
	698,808	698,808	1,397,616	529,017	529,017	1,058,034

	1864.	1863.
Number of passengers carried,.....	698,808	529,017
Number of passengers carried one mile,.	19,397,515	13,181,971

Table of Freight Tonnage carried on the Central Railroad of New-Jersey, for the year 1864, *compared with* 1863.

	1864.	1863.
Between New-York and Bergen Point,	2,095 tons.	1,589 tons.
" " " Mariners' Harbor,	811 "	775 "
" " " Elizabethport,	16,475 "	10,974 "
" " " Elizabeth,	17 "	10 "
" " " Cranford,	526 "	282 "
" " " Westfield,	307 "	361 "
" " " Scotch Plains,	1,377 "	1,154 "
" " " Plainfield,	3,419 "	2,965 "
" " " New-Market,	647 "	640 "
" " " Bound Brook,	718 "	600 "
" " " Somerville,	2,588 "	2,387 "
" " " Ricefield,	33 "	.... "
" " " Flagtown,	480 "	.... "
" " " Neshanic,	875 "	.... "
" " " Three Bridges,	1,024 "	.... "
" " " Flemington,	1,678 "	.... "
" " " Raritan,	2,593 "	2,993 "
" " " North-Branch,	2,181 "	2,503 "
" " " White House,	2,783 "	2,495 "
" " " Lebanon,	1,464 "	1,477 "
" " " Clinton,	5,289 "	4,821 "
" " " High Bridge,	1,841 "	1,451 "
" " " Spruce Run,	1,027 "	860 "
" " " Junction, D.L.&W.,	30,627 "	32,382 "
" " " New-Hampton,	1,704 "	1,351 "
" " " Asbury,	477 "	486 "
" " " Valley,	732 "	686 "
" " " Bloomsbury,	1,589 "	632 "
" " " Springtown,	750 "	513 "
" " " Phillipsburgh,	2,591 "	2,186 "
" " " Easton,	88,295 "	78,648 "
" Elizabethport " New-Hampton,	671,991 "	617,749 "
" " " Phillipsburgh,	489,036 "	479,259 "
" Elizabeth " New-Hampton,	10,044 "	11,385 "
" " " Phillipsburgh,	73,321 "	60,927 "
" all intermediate stations,	70,050 "	69,818 "
Total number of tons,	1,491,455	1,394,359

	1864.		1863.	
	Tons.	Miles.	Tons.	Miles.
Merchandise,	272,266 carried	14,610,805	263,625 carried	13,540,017
Iron,	69,225 "	4,430,400	80,853 "	5,172,456
Coal,	1,149,964 "	62,372,269	1,049,881 "	56,795,557
	1,491,455	81,413,474	1,394,359	75,508,030

Table of Engines of the Central Railroad of New-Jersey, Jan. 1, 1865.

No. and Name.	Weight in pounds.	Maker.	Years In Use.	Gauge.	Burner.	Miles Run.	Repairs.	Present Condition and Duty.		Total Mileage.	Total Repairs.	Average Yearly Mileage.	Average Yearly Repairs.
1. General Wall,..	26,000	Baldwin, Rebuilt by Co.,	13	Narrow.	Wood.				Not in use.	63,158	$2,886 69		
3. Easton,........	44,000	Taunton Locomotive Co.,	16	"	"	17,753	$909 64	In fair running order.	On construction-train.	265,396	10,215 93	16,587	$638 49
4. Clinton.	44,000	" " "	$14\frac{3}{4}$	"	"	18,565	634,41	" "	" "	236,578	11,724 15	16,039	704 85
5. New-York,.....	52,000	" " "	$12\frac{3}{4}$	"	"	29,293	1,344 42	In good running order.	On passenger-train.	274,495	13,966 55	21,529	1,095 41
6. Pennsylvania,.	52,000	" " "	$12\frac{1}{2}$	"	"	42,014	1,378 61	" "	" "	222,802	13,324 93	17,824	1,065 99
7. New-Jersey,....	52,000	Rogers, Ketchum & Co.,	$12\frac{1}{4}$	"	"	21,365	1,322 72	" "	Spare engine.	201,585	11,337 05	16,456	925 43
9. Lehigh, ...	52,000	" " "	$12\frac{1}{4}$	"	"	11,974	479 65	In fair running order.	On construction-train.	250,113	11,425 15	20,418	932 66
10. Plainfield,......	52,000	Taunton Locomotive Co.,	$11\frac{3}{4}$	"	"	36,803	2,808 22	In good running order.	On passenger-train.	283,886	13,661 78	24,160	1,162 77
11. Westfield,......	52,000	" " "	$11\frac{3}{4}$	"	"	30,839	2,239 14	" "	" "	306,354	16,367 06	26,072	1,401 45
12. Elizabeth,......	52,000	" " "	$11\frac{1}{2}$	"	"	34,868	2,099 02	" "	" "	330,281	16,384 70	28,719	1,424 74
13. Raritan, ...	52,000	" " "	$11\frac{1}{2}$	"	"	17,979	864 76	" "	On freight-train.	196,690	10,567 33	17,103	918 89
14. Bloomsbury,....	52,000	" " "	$10\frac{3}{4}$	"	"	9,665	2,003 55	" "	On repairs of road.	188,498	9,784 29	17,535	910 16
15. Lebanon, ...	54,000	N. Jersey Locomotive Co.,	9	"	Coal.	16,196	2,418 61	In shop for gen'l repairs.	On freight-train.	152,247	11,115 51	16,916	1,235 06
16. Asbury,.......	54,000	" " "	9	"	"	16,310	716 44	Wants fire-box and gen. reps.	Spare engine.	141,145	10,241 19	15,683	1,137 91
17. Hampton,......	56,000	" " "	$8\frac{1}{2}$	Broad.	Wood.	2,300	16 78	In good running order.	" "	183,551	4,817 84	21,594	566 80
18. Port,.....	56,000	" " "	$7\frac{1}{2}$	"	"			" "	" "	114,682	4,258 08	15,290	567 74
19 Essex, ...	50,000	Taunton, Rebuilt by Co.,	9	Narrow.	Coal.	28,526	2,725 45	" "	On passenger-train.	142,943	14,919 10	15,882	1,652 12
20. Bound Brook, ..	56,000	N. Jersey Locomotive Co.,	$8\frac{1}{4}$	Broad.	"	23,500	1,404 82	In fair running order.	On freight-train.	161,327	8,025 85	19,600	972 83
21. Somerville,.....	56,000	" " "	$8\frac{1}{4}$	"	"	23,800	534 31	Wants fire-box and gen. reps.	On coal-train.	173,314	7,808 45	21,008	946 47
22. Phillipsburg, ...	54,000	" " "	$7\frac{1}{4}$	Narrow.	Wood.			In good running order.	On freight-train.	125,815	5,353 91	17,555	747 06
23. Craneville,.....	56,000	" " "	$7\frac{3}{4}$	Broad.	Coal.	18,700	2,288 16	Wants fire-box and gen. reps.	On coal-train.	163,011	9,252 88	21,034	1,193 92
25. Active,........	50,000	Danforth, Cooke & Co.,	$7\frac{3}{4}$	Narrow.	Wood.	4,350	1,015 23	Wants general repairs.	Shifting cars at E. P.	65,140	3,578 42	8,405	461 73
26. Middlesex,.....	70,000	N. Jersey Locomotive Co.,	$7\frac{1}{2}$	"	Coal.	2,000	3,679 33	In good running order.	On coal-train.	87,826	11,562 73	11,710	1,541 65
27. Union, ...	70,000	" " "	7	Broad.	"			To be rebuilt.	Not in use.	82,730	5,735 52		
28. New-Market, ...	60,000	Rogers Locomotive Co.,	$7\frac{1}{2}$	"	"	27,180	1,292 35	In fair running order.	On coal-train.	150,082	9,167 16	20,011	1,222 28
29. North-Branch, ..	60,000	" " "	$7\frac{1}{2}$	"	Wood.	2,600	580 61	In good running order.	" "	123,698	3,255 75	16,493	434 10
30. Clarksville,.....	60,000	" " "	$7\frac{1}{2}$	"	Coal.		3,943 41	" "	" "	109,649	7,716 15	17,218	1,028 15
31. Somerset,......	64,000	Danforth, Cooke & Co.,	$5\frac{1}{2}$	Narrow.	"	14,016	2,046 81	" "	" "	86,272	7,164 29	15,686	1,302 59
32. Hudson, ...	64,000	" " "	$5\frac{1}{4}$	"	"	10,978	665 74	Wants fire-box and gen. reps.	" "	85,028	6,083 65	16,196	1,158 79
33. Bergen,.......	66,000	N. Jersey Locomotive Co.,	$4\frac{1}{2}$	Broad.	"	17,400	1,540 74	" " "	Spare engine.	94,250	4,915 41	20,944	1,092 31
34. Passaic,........	68,000	" " "	$3\frac{3}{4}$	"	"	21,300	992 57	In fair running order.	On coal-train.	83,300	4,661 95	22,213	1,243 18
35. Hunterdon,.....	64,000	Rogers Locomotive Co.,	$4\frac{1}{2}$	Narrow.	"	24,994	979 02	" "	On freight-train.	103,762	4,261 13	23,058	946 91
36. Warren	64,000	" " "	$4\frac{1}{2}$	"	"	31,110	1,815 70	" "	" "	120,278	4,779 85	26,728	1,062 17
37. Dot,...........	60,000	Danforth, Cooke & Co.,	$4\frac{3}{4}$	"	Wood.	7,700	711 23	In good running order.	Shifting cars at E. P.	33,975	2,169 61	9,060	456 76
38. Valley, ...	66,000	Swinburne Locomotive Co.,	$4\frac{3}{4}$	"	Coal.		2,650 51	In shop rebuilding.	Spare engine.	38,080	5,706 15	7,878	1,201 40
39. Mulford,.......	66,000	" " "	$4\frac{3}{4}$	"	"	14,212	618 32	Wants fire-box and gen. reps.	Shifting cars at E. P.	70,284	8,939 83	18,742	1,882 08
40. Morris,........	68,000	N. Jersey Locomotive Co.,	$2\frac{1}{2}$	Broad.	"	19,900	1,510 04	In fair running order.	On coal-train.	51,700	2,864 92	20,680	1,145 96
41. Burlington,.....	66,000	Taunton Locomotive Co.,	2	Narrow.	"	27,134	895 14	Wants general repairs.	" "	56,794	1,344 09	28,397	672 04
42. Sussex,........	66,000	" " "	$1\frac{3}{4}$	"	"	25,296	960 08	In fair running order.	" "	49,351	1,303 18	28,201	744 67
43. Flemington,....	44,000	Baldwin & Co.,	$1\frac{3}{4}$	"	Wood.	22,997	711 23	" "	On passenger-train.	38,141	941 33	21,795	537 90
44. Atlantic,.......	64,000	Rogers Locomotive Co.,	$1\frac{1}{2}$	"	Coal.	24,228	350 14	" "	On coal-train.	38,728	484 50	25,818	323 00
45. Camden, ...	64,000	" " "	$1\frac{1}{2}$	"	"	18,288	1,354 54	In good running order.	" "	29,090	1,469 76	19,393	979 84
46. Cumberland, ...	64,000	" " "	$1\frac{1}{4}$	"	"	28,300	342 14	In fair running order.	On freight-train.	37,936	383 62	25,291	306 89
47. Mercer,........	64,000	" " "	$1\frac{1}{4}$	"	"	19,976	887 25	" "	On coal train.	26,490	1,244 00	21,192	995 20
48. Ocean,.........	64,000	" " "	$1\frac{1}{4}$	"	"	25,275	609 84	" "	" "	28,609	673 31	22,887	538 85
49. Salem,.........	64,000	" " "	$1\frac{1}{4}$	"	"	18,778	844 39	" "	On freight-train.	22,656	887 35	18,125	709 88
50. Cape May,.....	66,000	Taunton Locomotive Co.,	$1\frac{1}{4}$	"	"	27,638	1,068 79	In good running order.	On coal-train.	31,638	1,160 35	25,310	928 28
51. Monmouth,.....	66,000	" " "	$1\frac{1}{4}$	"	"	28,572	611 73	In fair running order.	" "	28,872	647 99	23,098	518 39
52. Gloucester,. ...	66,000	" " "	$1\frac{1}{4}$	"	"	15,084	276 19	In good running order.	" "	15,084	337 08	12,067	269 66
53. Washington,....	66,000	" " "	$1\frac{1}{2}$	"	"	25,036	1,015 52	" "	" "	31,158	1,303 62	20,772	869 08
54. Jack,....	60,000	New-Jersey Locomotive Co.,	$1\frac{3}{4}$	"	Wood.	4,700	443 59	" "	Shifting cars at E. P.	5,900	540 60	3,371	308 91
55. Tom,..........	60,000	" "	$1\frac{3}{4}$	"	"	5,350	296 61	" "	" " "	7,250	419 18	4,142	239 53
56. Starling,.......	60,000	" "	$\frac{1}{2}$	"	Coal.	6,525	351 75	" "	On passenger-train.	6,525	357 75		
57. Robin,.........	60,000	" "	$\frac{1}{4}$	"	"		203 29	" "	" "		203 29		
58. Jefferson,......	66,000	Taunton Locomotive Co.,	$\frac{1}{2}$	"	"	2,048	378 55	" "	On coal-train.	2,048	439 44		
59. Madison,.......	66,000	" " "	$\frac{1}{2}$	"	"	4,516	191 94	" "	" "	4,516	191 94		
60. Peewit,........	28,000	Danforth, Cooke & Co.,	1	"	"	10,345	485 00	" "	On passenger-train.	10,345	485 00	10,345	485 00
61. Atlanta,........	52,000	New-Jersey Locomotive Co.,	$\frac{1}{4}$	"	"	2,310	382 94	" "	" "	2,310	382 94		
62. Wren,.......	28,000	Danforth, Cooke & Co.,	1	"	"	4,700	573 43	" "	" "	4,700	696 00	4,700	573 43
						2,932		Engines sold, etc.		367,384	14,451 94	12,496	495 50
Total, 59 Engines.						948,218	$63,464 40			6,326,720	$334,613 68	18,942	$1,001 83

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1865

NINETEENTH ANNUAL REPORT

3. C.
P. 421

OF THE

BOARD OF DIRECTORS

TO THE

STOCKHOLDERS

OF THE

CENTRAL R. R. CO. OF NEW JERSEY.

JANUARY 1, 1866.

NEW-YORK:
GEO. F. NESBITT & CO., PRINTERS AND STATIONERS,
Corner of Pearl and Pine Streets.
1866.

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President.

JOHN TAYLOR JOHNSTON.

Board of Directors.

JOHN TAYLOR JOHNSTON, New-York.
JOHN C. GREEN, "
WILLIAM E. DODGE, "
ADAM NORRIE, "
BENJAMIN WILLIAMSON, Elizabeth.
F. T. FRELINGHUYSEN, Newark.
HENRY D. MAXWELL, Easton, Pa.
ASA PACKER, Mauch Chunk, Pa.

Secretary and Treasurer.

SAMUEL KNOX.

Engineer.

JAMES MOORE.

Superintendent.

JOSIAH O. STEARNS.

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1865

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REPORT.

THE Directors of the CENTRAL RAILROAD COMPANY OF NEW JERSEY present to the Stockholders the following Report, for the year ending December 31st, 1865. For convenience of comparison, many of the statements are made to cover the year 1864 as well as the past year.

SERVICE OF THE ROAD AND FERRY.

The service of the road has been as follows:

	1865.	1864.	Inc. or Dec.
Miles run by passenger trains.....	431,334	290,641	140,693 Inc.
" " merchandise trains.....	230,361	177,688	52,673 "
" " coal trains.....	393,693	415,740	22,047 Dec.
Total by transportation trains...	1,055,388	884,069	171,319 Inc.
Miles run by wood trains.....	3,100	2,633	467 "
" " gravel and construction trains	129,490	61,516	67,974 "
Total miles run by trains.....	1,187,978	948,218	239,760 "

During the year the boats have made 9,984 round trips between New-York and Jersey City, 1,874 round trips between New-York and Elizabethport, and 14,600 miles in carrying live stock to Fortieth street, making a service of 47,072 miles. In 1864 they ran 39,047 miles.

P1534

PASSENGERS, FREIGHT AND COAL.

A comparison of the passenger business of the year 1865 with the year 1864 gives the following results:

	1865.	1864.	Inc. or Dec.
Number of passengers.....	928,806	698,808	228,998 Inc.
Miles travelled by passengers...	23,831,715	19,397,515	4,434,200 "
Equal to through passengers....	319,889	258,633	61,256 „

A comparison of the merchandise business of the two years, in tons of 2,000 lbs., (excluding iron,) gives the following results:

	1865.	1864.	Inc. or Dec.
Number of tons carried.....	317,181	272,266	44,915 Inc.
Tons carried one mile.....	17,338,585	14,610,805	2,627,780 "
Equal to through tonnage.....	231,181	194,811	36,370 "

A comparison of the iron tonnage of the two years, in tons of 2,240 pounds, gives the following results:

	1865.	1864.	Inc. or Dec.
Number of tons carried.....	75,469	69,225	6,244 Inc.
Tons carried one mile.....	4,830,016	4,430,400	399,616 "
Equal to through tonnage.....	75,469	69,225	6,244 "

A comparison of the coal business of the two years, in tons of 2,240 pounds, gives the following results, the through tonnage being calculated from Easton to Elizabethport:

	1865.	1864.	Inc. or Dec.
Number of tons carried.....	1,004,506	1,149,964	145,458 Dec.
Tons carried one mile.....	55,683,624	62,372,269	6,688,645 "
Equal to through tonnage.....	870,057	974,564	104,507 "

There was a decrease in Lackawanna coal of 181,056 tons, owing mainly to strikes at the mines, and an increase in Lehigh coal of 35,598 tons.

The coal tonnage over the road, since the transportation of coal was commenced, has been as follows:

	Lackawanna.	Lehigh.	Total.	Inc. or Dec.
1856,	98,670 tons.	33,325 tons.	131,995 tons.	131,995 Inc.
1857,	209,950 "	84,841 "	294,791 "	162,796 "
1858,	417,726 "	122,923 "	540,649 "	245,858 "
1859,	455,681 "	183,277 "	638,958 "	98,309 "
1860,	590,863 "	263,906 "	854,769 "	215,811 "
1861,	568,869 "	254,345 "	823,214 "	31,555 Dec.
1862,	502,375 "	314,195 "	816,570 "	6,644 "
1863,	613,954 "	435,927 "	1,049,881 "	233,311 Inc.
1864,	675,743 "	474,221 "	1,149,964 "	100,083 "
1865,	494,687 "	509,819 "	1,004,506 "	145,458 Dec.
Total,	4,628,518	2,676,779	7,305,297	

EQUIPMENT.

The Company own 65 engines, of which 19 burn wood or soft coal and 46 hard coal. Of these engines, 53 are narrow gauge and 12 broad guage. Their condition is reported to be as follows: 30 in good order, 20 in fair order, 10 wanting general repairs, and 5 require new fire-boxes. Six new locomotives have been placed on the road during the year, and 14 more are ordered for early delivery. About 55 engines are required for the ordinary daily service. (See table of engines.)

The equipment of cars is as follows: 46 first-class passenger cars, 6 second-class passenger cars, 11 baggage and mail cars, 6 smoking cars, 81 eight-wheel house freight cars, 40 four-wheel house freight cars, 20 eight-wheel cattle cars, 103 eight-wheel platform cars, 5 eight-wheel gondola cars, 119 six-wheel platform cars, 15 six-wheel lime cars, 406 eight-wheel coal cars, 109 four-wheel coal cars, 142 four-wheel dirt cars, 4 eight-wheel caboose cars, 8 four-wheel caboose cars, and 2 wrecking cars.

Large additions have been made during the year, as will appear by a comparison with last year's Report.

TRANSPORTATION ACCOUNT.

The following is a statement of the ordinary receipts and expenses for the year 1865 compared with 1864:

RECEIPTS.

	1865.	1864.	Inc. or Dec.	
Passengers	$688,774 05	$448,223 94	$240,550 11	Inc.
Merchandise	898,287 32	731,722 16	166,565 16	"
Coal	1,388,492 82	1,317,954 27	70,538 55	"
Mail	7,600 00	7,600 00	..	
Express	32,803 49	22,604 17	10,199 32	"
Rents	8,361 48	2,223 47	6,738 01	"
Miscellaneous	12,070 73	6,856 44	5,214 29	"
Total receipts	$3,036,389 89	$2,537,184 45	$499,205 44	"

EXPENSES.

Running expenses	$356,788 25	$239,431 00	$117,357 25	Inc.
Wood consumed	90,746 71	66,114 84	24,631 87	"
Coal consumed	259,238 66	207,739 83	51,498 83	"
Repairs of road	249,074 01	175,913 92	73,160 09	"
Repairs of engines	155,312 89	63,464 40	91,848 49	"
Repairs passenger cars	37,131 86	28,834 16	8,297 70	"
Repairs freight cars	44,303 83	30,698 94	13,604 89	"
Repairs coal cars	33,342 31	19,848 28	13,494 03	"
Repairs docks, Eliz'port	24,440 55	14,814 14	9,626 41	"
Repairs b'ldings, bridges	48,314 02	32,231 39	16,082 63	"
Repairs tools, machinery	25,813 14	12,770 91	13,042 23	"
Expense account	49,041 18	41,697 69	7,343 49	"
Miscellaneous expenses	56,602 38	44,624 91	11,977 47	"
Ferry running expenses	108,258 30	79,658 50	28,599 80	"
Ferry boat repairs	45,522 14	71,177 35	25,655 21	Dec.
Ferry miscell. expenses	24,918 66	25,278 82	360 16	"
Car service	139,584 83	77,255 46	62,329 37	Inc.
Total expenses	$1,748,433 72	$1,231,554 54	$516,879 18	"
Balance net earnings	$1,287,956 17	$1,305,629 91	$17,673 76	Dec.

The following table shows the receipts, expenses and net earnings, from the beginning of the annual reports to the Legislature, to the present time :

	Receipts.	Expenses.	Net earnings.
1853,	$349,018	$197,629, or 57 p. c.	$151,389, or 43 p. c.
1854,	378,145	197,349, " 52 "	180,796, " 48 "
1855,	393,729	208,856, " 53 "	184,873, " 47 "
1856,	553,479	258,308, " 47 "	295,171, " 53 "
1857,	682,314	340,502, " 49 "	341,812, " 51 "
1858,	836,934	345,614, " 42 "	491,320, " 58 "
1859,	971,702	385,716, " 39 "	585,986, " 61 "
1860,	1,185,848	475,457, " 40 "	710,391, " 60 "
1861,	1,201,895	522,452, " 43 "	679,443, " 57 "
1862,	1,397,586	623,245, " 44 "	774,341, " 56 "
1863,	1,941,976	814,232, " 42 "	1,127,244, " 58 "
1864,	2,537,185	1,231,554, " 49 "	1,305,631, " 51 "
1865,	3,036,390	1,748,434, " 57 "	1,287,956, " 43 "
Total,	$15,466,201	$7,349,848, or 47 p. c.	$8,116,353, or 53 p. c.

An increase in receipts is here shown, of $499,205.44, or 19½ per cent. The increase in passenger business was $240,055.11, or 53½ per cent. In merchandise receipts, $92,905.05, or 23 per cent. In coal receipts, $70,538.55, or 5½ per cent.

The expenses show an increase of $516,879.18, or 42 per cent. There has been an increase, in running expenses, of $117,357.25 ; in fuel consumed, of $76,130.70 ; in repairs of road, of $73,160.09 ; in repairs of equipment, of $129,245.11 ; in other repairs, of $38,751.27 ; in general expenses, of $19,320.96 ; in ferry accounts, of $2,584.43 ; and in car service, an increase of $62,329.37.

The gross receipts per mile run have been as follows : From passenger trains, $1.73 against $1.54 in 1864 ; from merchandise trains, $3.88 against $4.12 ; from coal trains, $3.52 against $3.16. The average receipts per mile run from all trains has been $2.87, against $2.93 the previous year.

The gross expenses per mile run have been $1.66, against $1.39 the previous year.

FINANCIAL CONDITION.

The balance-sheet will be found at page 15 of the report. The following is a statement of the financial operations during the year:

CREDITS.

Gross earnings, as per statement		$3,036,389 89
Capital, new stock, full and scrip	$4.185,940 00	
Less First Mortgage Bonds, paid off	491,000 00	—3,694,940 00
Cash and accounts payable, increase		155,185 73
Total		$6,886,515 62

DEBITS.

Ordinary expenses, as per statement	$1,748,433 72	
Grading, second track, extension, &c	166,148 18	
Masonry	75,386 90	
Railway superstructure	283,432 46	
Bridge superstructure	23,117 43	
Engineering	7,069 81	
Land damage	32,591 19	
Communipaw filling and bulkheads	329,845 81	
Station-houses	75,191 49	
Port Johnston coal wharf	187,011 31	
Docks in New-York	189,005 04	
Engines	124,416 54	
Passenger cars	107,299 80	
Cars built in shops or purchased	24,250 00	
Ferry, boats and scows	30,615 61	
Lands, machinery, miscellaneous property, increase	2,285,366 66	
Sundry accounts, material, &c., increase	43,338 53	
Quarterly dividend for year, 10 per cent	861,675 85	
Interest account for year	170,858 65	
State taxes for year	31,219 64	
United States taxes	90,041 00	
Total		$6,886,515 62

The profit and loss account has been credited with the gross earnings		$3,036,389 89
It has been debited as follows:		
Ordinary expenses	$1,748,433 72	
Interest account	170,858 65	
Taxes to State	31,219 64	
United States taxes	90,041 00	
Dividends, 10 per cent	861,675 85	
		2,902,228 86
Balance		$134,161 03

This balance has been appropriated to the reduction of the various property accounts, to make the purchases during the year correspond with the inventories. Large expenditures for personal property have also been included in the current expense accounts, with the same object.

The balance of surplus profits, therefore, remains $628,159.26, as at the close of the previous year.

EXTENSION TO JERSEY CITY.

During the year the work on this important part of the road has been steadily prosecuted, while the passenger trains have run regularly over it. A portion of the freight business has also been transferred to Jersey City, but the amount that could be so shifted prior to the close of the fiscal year was unimportant. The bulkheads and filling at the Jersey City terminus have been carried on as rapidly as possible, and now (March) a large area is reclaimed and covered with buildings and passenger and freight tracks, and the merchandise and miscellaneous freight coming in narrow gauge cars will soon be all transferred to this place. The economy and expedition with which freight can here be handled will soon justify the large expenditures for land and work made to secure such an outlet, the intention being to save one handling and a great part of the risk of damage and loss, by direct transit between the cars and the owner's warehouse. The broad gauge freight must continue at Elizabethport for the present till a third rail has been laid to Jersey City, or other arrangements made.

A pile bridge, parallel to the railway, is being built to connect the station grounds with the mainland, which will bring a large

business to the ferry; but no connection yet exists with Jersey City, though so near, and though the connection is mutually so important.

The steam excavators have been at work in the cuts, reducing them to the permanent grades, the trestle bridges have been filled in with the material, and all the tracks will soon be in their permanent places; except at the Bayonne cut, where the excavation has not yet been commenced. Over this a double temporary track has been laid at the sides, so that no delay of trains from a piece of single track will take place. The trestle bridge across Communipaw Bay is also being boxed in and filled up.

PORT JOHNSTON.

The earth from the Bergen Point cut has been used to fill up the approaches to the first coal wharf at this point. The work on this wharf is being pushed on as fast as possible. The foundation piles are now (March) all driven. The lower platform of the wharf is laid over nearly the whole of the surface to be covered, and filled in beneath with the materials taken from the canals. The canals upon the north and south sides of the shipping wharf —1,500 feet long—are excavated about sixty feet in width and twelve feet deep at low water; ultimately they will be one hundred feet wide. The material taken from the canals is spread over the meadows. The storage part of the wharf is 1,150 feet long, making the length of the whole wharf 2,650 feet, with a storage capacity of 100,000 tons. A large part of the trestle work is up, and the remainder is being rapidly raised. Most of the timber, planking, &c., of this wharf has been Burnetized, and the whole would have been, if time could have been allowed for it; but the necessity for the wharf was too great to admit of further delay.

It is now expected to commence shipping over this wharf in May, when the most beneficial effects in the Company's Lehigh coal trade may be expected. The capacity of the wharf for business is estimated at more than all the Lehigh coal wharves at Elizabethport combined; and, in addition, there will now be ample

room for depositing coal that cannot be immediately shipped. The regularity that this will give to the movements of cars and the operations at the collieries can hardly be over-estimated. The want of such deposit ground at Elizabethport has been a most serious drawback to the trade for the last two years. The use of the wharves at Elizabethport for coal will be continued till the facilities provided at Port Johnston overtake the demands of the trade, when they will be gradually stripped of their trestle work, and devoted to the iron and lumber trades.

NEWARK BAY BRIDGE.

This important structure is now finished in all its parts, including additional oak ice-fenders. It has stood the test of three severe winters, (the first while building,) and fully proved its capacity to stand any pressure likely to be brought against it. Its length is two miles, and its cost $319,500, including $47,000 for the circular masonry pivot pier, and $27,500 for the iron double track pivot drawbridge.

Great complaints have been made of this bridge by the navigation interests at Newark, and undoubtedly very considerable inconvenience has resulted to those interests by the bridging of the bay; but this was well known in advance, and the granting of the charter opposed year after year on that very ground. It is now admitted, however, and will become more evident year by year, that as the changes in navigation made necessary by the bridge are better understood the difficulties will diminish by custom. As a counterpoise, it is found that the navigation of the Kills, opposite Newark Bay, especially in winter, has been much improved by the erection of this bridge. Every improvement possible and feasible to be made, and which the interests affected will agree on, to make the bridge less inconvenient, the Company stand pledged to make.

GENERAL CONSTRUCTION.

The farm and road bridges continue to receive attention. At Bergen Point the roads are now all carried either over or under the railway, and at other places changes have been made. A

single span iron bridge has been erected over Middle Brook in place of the old double-span wooden bridge. The embankment at High Bridge is finished, and the tracks which now run together like a gridiron, without switches, will be separated this spring. The Bloomsbury arch culvert is finished at a cost of $68,000, and the bridge is ready to be filled up. The Springtown bridge, the arch-culvert under which was before reported completed, is being rapidly filled by the steam excavators before used at High Bridge. Nothing of consequence has been done during the year to the Greens Mills Viaduct. At Phillipsburg much work has been done in grading out the station grounds, partly for more tracks, partly for the new buildings hereinfter mentioned. Every provision possible is being made to facilitate the receipt and delivery of business at this point.

RIGHT OF WAY.

The land agents of the Company are purchasing additional land wherever the right of way is less than 100 feet in width. Purchases have also been made in anticipation of making changes in the line at several points on some future day. With the land in their possession, the Company can delay these changes without the risk of their becoming impracticable by improvements made in the meanwhile by landowners. In making these various purchases it has been found a decided advantage often to purchase properties instead of paying exorbitant damages. In this way the Company now hold for re-sale a large amount of real estate, which they will dispose of as they get opportunities, and which is generally worth more than they have given.

STATION AND FERRY-HOUSE IN NEW-YORK.

About two hundred feet of water-front having been secured in New-York City, opposite Liberty and Cedar Streets, and immediately south of the Cortlandt Street Ferry to Jersey City, the Company have erected thereon large and commodious structures suited to the expeditious transit of passengers and vehicles. New bulkheads have been built on the Commissioners' line, and West

Street widened opposite to the buildings to 125 feet. Ample facilities for the freight have been provided on the adjoining Pier 14, belonging partly to the Company and partly to the City, which has been entirely re-built and covered in substantially. In these structures architectural effect has been consulted as well as convenience and utility.

OTHER BUILDINGS.

At Jersey City the passenger and ferry buildings have been completed, a freight house, sixty feet by three hundred, erected and now ready for use, freight platforms and other facilities provided, and coal bins and pockets under cover, built for the accommodation of the city coal trade. At Communipaw the engine house and machine shop have been materially enlarged, and a block of dwelling houses erected. Station houses have been erected at Elizabethport, Cranford and Flemington. At Junction a large addition has been made to the engine house and machine shop, and another block of houses erected. At Phillipsburg a large brick semi-circular engine house has been built, and a small brick machine shop added to the existing facilities. The means for housing and repairing our engines are now brought nearer to the wants of our increasing stock of engines, and the difficulties felt for over a year past in keeping them up, are materially lessened.

COST OF ROAD.

The construction accounts for the extension to Jersey City have been transferred to the general railway account, and consisted of the following items:

Grading	$173,480 15
Masonry	66,537 01
Railway superstructure	381,389 52
Bridge superstructure	311,619 24
Right of way	52,200 00
Engineering	10,838 38
Total	$996,064 30

The cost of grading out the remainder of the cuts will be charged to Communipaw filling, as the most of the earth removed will be taken to that place. All the earth heretofore taken out has been charged to the grading account, though part of it was used at Jersey City.

The cost of the 74 miles of double track railway now stands at $6,106,957.27, being $82,526.44 per mile. Reducing the road and sidings to single track, there are 225 miles at $27,142.03 per mile. The total cost of the 74 miles with equipments, stations, &c., including Port Johnston and Jersey City, is $8,683,-451.59, or $117,344 per mile, of double track. Reducing road and sidings to single track as above, there are 225 miles at $38,593.12 per mile. When it is considered what is represented by this cost, and the position which the road occupies, the Directors are ready to compare cost with any first-class road.

From its position the investment in this enterprise must necessarily be a very large one, involving as it will, in course of time, a third, and perhaps a fourth track, with corresponding terminal facilities of every sort. The object to be kept in view is to increase these investments only so fast as they will pay, being careful not to impair, but rather to increase the certainty of dividends.

The Company's investments in land and water rights, forced on them by necessity or for the sake of conciliation, are now very large. As yet nothing has been realized by sales, but considerable portions can now be prepared for sale, and disposed of, without interfering with the parts that must be retained for the future use of the Company or their customers.

PROSPECTS OF BUSINESS.

The uncertainty which hangs over the general business of the country and the general tendency towards a decline, is balanced, in the case of this Company, by the enlarged facilities at Jersey City and Port Johnston, the effects of which will be most sensibly felt by the freight and coal departments. As the equipment and shops have been correspondingly enlarged, and as the business is

ready to come, a large increase may be looked for, which will give profitable employment to the capital thus invested. Even at lower prices, therefore, the business is likely to be very good.

By order of the Board,

JOHN TAYLOR JOHNSTON, *President.*

OFFICE CENTRAL RAILROAD COMPANY OF NEW JERSEY, *March*, 1866.

Balance Sheet, Central Railroad Company of New Jersey, *January* 1, 1866.

Railroad, 74 miles double track:		
Grading,	$1,753,420 82	
Masonry,	674,319 44	
Railway superstructure and ballast,	2,274,444 36	
Bridge superstructure,	450,628 85	
Land damages,	407,358 25	
Engineering,	114,845 93	
Interest charged to construction,	431,939 62	
		$6,106,957 27
Communipaw filling and bulkheads,		585,119 06
Port Johnston coal wharves,		187,011 31
Land and work at Elizabethport,		301,855 07
Station-houses, shops and water stations,		218,736 33
Engines,		685,000 00
Passenger and baggage cars,		176,000 00
Freight cars,		211,250 00
Coal cars,		211,522 55
Ferry interest, boats and scows,		604,587 03
Lands, docks, machinery, miscellaneous property, etc.,		3,845,525 15
Chairs, spikes, iron rails, and ties on hand,		59,176 50
Materials and fuel on hand,		62,497 43
Cash and accounts receivable,		406,497 35
E. E, *January* 1, 1866.		$13,661,735 05

Capital Stock,		$10,685,940 00
First mortgage bonds, due 1870,	$909,000	
Second " " " 1875,	600,000	
		$1,509,000 00
Dividend 2½ per cent., payable in January,		261,721 14
Interest on bonds, accrued not yet due,		33,250 00
Accounts payable,		543,664 65
Renewal fund, balance to credit,		628,159 26
Samuel Knox, *Treasurer.*		$13,661,735 05

Monthly Receipts of Railroad and Ferry.

	Passenger.	Merchandise.	Coal.	Express.	Rent.	Mail.	Miscellaneous.	Total.
1865—January	$42,647 25	$77,115 80	$88,963 60	$1,620 33	$116 07	$633 33	$542 10	$211,638 48
February	37,946 66	77,050 47	95,495 71	1,974 75	521 81	633 33	706 19	214,328 92
March	57,075 31	71,785 73	122,058 08	2,366 26	30 00	633 34	41 30	253,990 02
April	55,549 81	67,782 97	129,727 43	2,546 78	553 13	633 33	895 47	257,688 92
May	61,066 33	68,026 83	50,674 77	3,333 01	341 15	633 33	712 15	184,787 57
June	55,924 23	53,784 12	52,575 98	3,217 24	1,499 90	633 34	1,610 98	169,245 79
July	71,037 79	53,043 06	74,090 65	2,646 44	1,451 89	633 33	827 48	203,730 64
August	74,813 78	78,343 20	116 469 68	2,943 36	1,013 28	633 33	1,348 55	275,565 18
September	67,459 24	92,431 64	139,639 47	2,670 26	147 24	633 34	881 58	303,862 77
October	61,596 06	79,474 59	194,060 29	3,123 07	690 24	633 33	1,409 25	340,986 83
November	53,434 48	88,823 91	161,660 42	3,134 28	1,298 78	633 33	2,035 24	311,020 44
December	50,223 11	90,625 00	163,076 74	3,227 71	697 99	633 34	1,060 44	309,544 33
Total, 1865	$688,774 05	$898,287 32	$1,388,492 82	$32,803 49	$8,361 48	$7,600 00	$12,070 73	$3,036,389 89
Total, 1864	448,223 94	731,722 16	1,317,954 27	22,604 17	2,223 47	7,600 00	6,856 44	2,537,184 45
Increase	$240,550 11	$166,565 16	$70,538 55	$10,199 32	$6,138 01		$5,214 29	$499,205 44

Monthly Expenses of Railroad and Ferry.

1865.	Running Expenses.	Wood Consumption.	Coal Consumption.	Repairs of Road.	Repairs of Engines.	Repairs of Cars.	Repairs of Buildings, etc.	Expense Account.	Miscellaneous Expenses.	Ferry Expenses.	Repairs of Ferry Boats.	Car Service.	Total.
January...	$30,051 68	$6,000 00	$18,000 00	$13,904 77	$9,298 56	$8,996 24	$4,857 30	$6,002 18	$7,500 11	$16,510 97	$2,433 10	$9,020 77	$132,575 68
February.	26,287 09	7,000 00	16,000 00	12,722 72	10,245 30	7,877 99	3,847 39	3,529 54	2,027 59	10,892 64	3,856 23	11,282 52	115,569 01
March....	29,998 75	7,000 00	15,000 00	20,990 32	15,346 80	7,803 12	5,571 30	3,227 06	2,762 90	11,795 37	7,385 81	8,699 87	135,581 30
April.....	27,166 56	7,000 00	16,000 00	20,905 27	11,531 93	8,074 77	18,980 68	5,035 70	4,846 72	11,191 40	689 25	14,906 11	146,328 39
May.....	26,460 65	5,000 00	13,000 00	21,013 54	12,182 98	7,876 50	5,611 26	2,481 10	3,055 07	7,575 50	1,341 07	2,298 69	107,896 36
June.....	24,739 74	5,000 00	10,000 00	17,308 92	12,019 81	6,990 99	23,224 05	3,439 79	4,201 75	7,519 34	4,926 70	3,201 64	122,572 73
July.....	27,042 46	6,000 00	13,000 00	17,232 31	10,050 26	11,352 74	5,103 73	3,539 02	4,770 90	11,148 76	3,629 54	7,440 09	120,309 81
August...	27,682 29	6,000 00	14,000 00	17,864 38	12,003 13	13,884 04	6,717 59	3,247 89	1,759 32	7,980 67	3,523 90	13,971 26	128,634 47
September	28,314 55	7,000 00	20,000 00	18,464 62	11,623 28	6,923 93	6,441 10	4,169 58	2,694 43	7,762 95	4,184 66	17,563 08	134,481 58
October....	35,646 34	6,000 00	22,000 00	17,973 27	15,274 21	8,677 67	6,877 49	6,219 84	7,911 46	13,023 52	2,295 41	20,731 60	162,630 81
November.	35,892 31	7,000 00	22,000 00	32,997 34	22,701 46	11,654 21	9,543 24	4,195 63	6,380 62	12,885 06	539 05	17,848 54	183,637 46
December.	37,505 83	21,746 71	80,238 66	37,697 15	13,635 17	14,665 80	1,792 58	4,013 85	8,691 51	14,890 78	10,717 42	12,630 66	258,216 12
Total, 1865	$356,788 25	$90,746 71	$259,238 66	$249,074 01	$155,312 89	$114,77 00	$98,567 71	$49,041 18	$56,602 38	$133,176 96	$45,522 14	$139,584 83	$1,748,433 72
Total, 1864	239,431 06	66,114 84	207,739 83	175,913 92	63,464 40	79,381 38	59,816 44	41,697 69	44,624 91	104,937 32	71,177 35	77,255 46	1,231,554 54
Increase...	$117,357 25	$24,631 87	$51,498 83	$73,160 09	$91,848 49	$35,396 62	$38,751 27	$7,343 49	$11,977 47	$28,239 64	$25,655 21	$62,329 37	$516,879 18

Table of Passengers carried on the Central Railroad of New Jersey for the year 1865, *compared with* 1864.

STATIONS.	1865.			1864.		
	To	From	Total.	To	From	Total.
New-York	299,220	313,303	612,523	222,518	211,848	434,366
Communipaw	5,514	6,565	12,079	281	175	456
Bay Cemetery	11,309	9,869	21,178	.....	.....	.....
Salterville	10,874	12,165	23,039	1,363	1.164	2,527
Mariners' Harbor	10,942	9,584	20,526	13,625	15,069	28,694
Bergen Point	27,207	27,281	54,488	23,537	24,004	47,541
Elizabethport	59,913	69,868	129,781	62,624	51,962	114,586
Elizabeth	133,149	125,089	258,238	74,650	84,170	158,820
Newark	.....	.....	.....	.....	.....	.....
Mulford	9,673	6,627	16,300	6,939	7,316	14,255
Cranford	9,963	9,038	19,001	6,739	6,967	13,706
Westfield	12,817	11,852	24,669	9,479	9,817	19,296
Scotch Plains	10,021	9,825	19,846	8,967	9,204	18,171
Plainfield	55,679	57,002	112,681	47,481	46,408	93,889
New Market	10,227	9,375	19,602	7,952	8,240	16,192
Bound Brook	18,528	18,865	37,393	17,348	16,901	34,249
Somerville	33,933	34,937	68,870	32,038	31,076	63,114
Ricefield	755	403	1,158	281	309	590
Flagtown	2,362	1,541	3,903	1,135	1,069	2,204
Neshanic	4,785	4,851	9,636	2,463	2,437	4,900
Three Bridges	3,189	2,339	5,528	1,181	1,245	2,426
Flemington	9,718	10,277	19,995	4,798	5,147	9,945
Raritan	2,779	2,593	5,372	2,282	2,745	5,027
North Branch	4,368	4,010	8,378	3,257	3,591	6,848
White House	8,605	8,336	16,941	9,455	9,972	19,427
Lebanon	2,852	2,798	5,650	2,843	2,800	5,643
Clinton	9,589	9,585	19,174	9,359	9,052	18,411
High Bridge	5,122	5,077	10,199	5,153	4,939	10,092
Spruce Run	4,471	4,398	8,869	2,967	3,063	6,030
Junction	32,934	30,373	63,307	27,118	28,944	56,062
Asbury	5,080	4,972	10,052	4,887	5,205	10,092
Valley	2,825	2,726	5,550	2,588	2,697	5,285
Bloomsbury	7,232	7,586	14,818	5,590	5,412	11,002
Springtown	3,122	3,007	6,129	1,991	2,152	4,143
Phillipsburgh	7,425	9,417	16,842	10,523	5,777	16,300
Easton	92,624	83,272	175,896	65,396	77,931	143,327
	928,806	928,806		698,808	698,808	

	1865.	1864.
Number of passengers carried,	928,806	698,808
Miles travelled by passengers	23,831,715	19,397,515

Table of Freight Tonnage carried on the Central Railroad of New Jersey, for the year 1865, *compared with* 1864.

	1865.	1864.
Between New-York and Bergen Point	1,380	2,095 tons.
" " " Mariners' Harbor	504	811 "
" " " Elizabethport	12,896	16,475 "
" " " Elizabeth	37	17 "
" " " Cranford	387	526 "
" " " Westfield	464	307 "
" " " Scotch Plains	1,119	1,377 "
" " " Plainfield	4,135	3,419 "
" " " New-Market	567	647 "
" " " Bound Brook	943	718 "
" " " Somerville	2,176	2,588 "
" " " Ricefield	206	33 "
" " " Flagtown	1,559	480 "
" " " Neshanic	1,955	875 "
" " " Three Bridges	2,359	1,024 "
" " " Flemington	4,378	1,678 "
" " " Raritan	2,429	2,593 "
" " " North-Branch	1,519	2,181 "
" " " White House	2,169	2,783 "
" " " Lebanon	1,600	1,464 "
" " " Clinton	5,617	5,289 "
" " " High Bridge	1,484	1,841 "
" " " Spruce Run	1,172	1,027 "
" " " Junction, D. L. & W.	34,534	30,627 "
" " " New Hampton	1,337	1,704 "
" " " Asbury	436	477 "
" " " Valley	676	732 "
" " " Bloomsbury	1,484	1,589 "
" " " Springtown	617	750 "
" " " Phillipsburgh	2,380	2,591 "
" " " Easton	95,727	88,295 "
" Elizabethport " New Hampton	501,151	671,991 "
" " " Phillipsburgh	545,097	489,036 "
" Elizabeth " New Hampton	7,192	10,044 "
" " " Phillipsburgh	76,648	73,321 "
" all intermediate stations	78,822	70,050 "
Total number of tons	1,397,156	1,491,455

	1865.		1864.	
	Tons.	Miles.	Tons.	Miles.
Merchandise	317,181	17,338,585	272,266 carried	14,610,805
Iron	75,469	4,830,016	69,225 "	4,430,400
Coal	1,004,506	55,683,624	1,149,964 "	62,372,269
	1,397,156	77,852,225	1,491,455	81,413,474

Table of Engines of the Central Railroad of New Jersey, Jan. 1, 1868.

No.	Name of Engine.	Weight in Pounds.	Maker.	Years in Use.	Gauge.	Burner.	Miles Run.	Repairs.	Present Condition.	Duty.	Total Mileage.	Total Repairs.	Average Yearly Mileage.	Average Yearly Repairs.
1	General Wall..	26,000	Baldwin, Rebuilt by Co.	14	Narrow.	Wood.			Not in use.		63,158	$2,886 69	4,511	$206 19
3	Easton.....	44,000	Taunton Locomotive Works.	19	"	"	8,050	$1,453 51	Fair running order.	On passenger train.	321,276	17,487 00	16,909	920 36
4	Clinton.....	44,000	" " "	17¾	"	S. Coal.	17,107	1,085 05	Wants repairs.	On gravel train	294,245	16,741 62	16,577	929 10
5	New-York....	52,000	" " "	15¾	"	Wood.	25,420	5,107 37	Fair running order.	On passenger train.	362,990	23,651 90	23,142	1,501 71
6	Pennsylvania..	52,000	" " "	15½	"	"	28,118	1,864 67	Wants repairs.	" "	318,648	21,298 56	20,558	1,374 10
7	New Jersey...	52,000	Rogers, Ketchum & Co.	15½	"	"	12,812	5,655 24	Fair running order.	" "	250,493	19,792 53	16,425	1,297 87
9	Lehigh.....	52,000	" " "	15¼	"	"	17,968	1,292 74	Wants repairs.	On gravel train.	301,991	18,790 97	19,803	1,232 19
10	Plainfield.....	52,000	Taunton Locomotive Works.	14¾	"	"	22,479	1,415 99	" "	" passenger train.	361,872	21,196 00	24,533	1,437 02
11	Westfield.....	52,000	" " "	14¾	"	"	37,655	3,954 37	Fair running order.	" " "	406,956	27,063 40	27,590	1,834 81
12	Elizabeth.....	52,000	" " "	14½	"	"	37,342	2 231 57	In shop for repairs.	" " "	434,988	23,638 15	29,999	1,630 21
13	Raritan.....	52,000	" " "	14½	"	S. Coal.	12,960	2,038 83	In shop to be rebuilt.	" freight "	249,775	16,904 73	17,225	1,165 84
14	Bloomsbury...	52,000	" " "	13¾	"	Wood.	11,900	2,348 20	Wants general repairs.	" gravel "	245,289	15,620 62	17,839	1,136 04
15	Lebanon.....	54,000	New Jersey Locomotive Works.	12	"	H. Coal.	12,416	709 91	" "	" freight "	189,493	17,581 83	15,264	1,465 15
16	Asbury.....	54,000	" " "	12	"	"	24,437	2,160 29	" "	" gravel "	193,157	20,155 59	16,096	1,679 63
17	Hampton.....	56,000	" " "	11½	Broad.	Wood.		16 59	Not in use.		183,551	5,634 56	15,961	489 96
19	Essex.....	50,000	Taunton, Rebuilt by Co.	12	Narrow.	H. Coal.	41,365	2,163 69	Fair running order.	On passenger train.	241,277	29,865 21	20,106	2,488 77
20	Bound Brook..	56,000	New Jersey " "	11½	Broad.	"	17,250	4,005 64	" "	" freight "	222,777	16,458 87	19,802	1,463 01
21	Somerville....	56,000	" " "	11¼	"	"	23,100	852 18	" "	" coal "	231,314	16,448 82	20,561	1,462 11
22	Phillipsburg...	60,000	" " "	10¼	Narrow.	"	17,512	4,526 52	Wants slight repairs.	" passenger "	164,732	14,949 33	16,071	1,458 47
23	Craneville.....	56,000	" " "	10¾	Broad.	"		3,909 32	In shop rebuilding.		179,711	16,819 18	16,717	1,564 57
25	Active.....	50,000	Danforth, Cook & Co.	10¾	Narrow.	"	6,175	303 38	Wants rep's & new tires.	On switching train.	95,115	8,256 39	8,848	768 03
26	Middlesex.....	70,000	New Jersey Locomotive Works.	10½	"	"	8,650	3,933 05	Not in use.		123,296	19,524 94	10,790	1,859 51
27	Union.....	70,000	" " "	10	Broad.	"	17,350	4,189 51	Fair running order.	On coal train.	113,280	16,822 96	11,328	1,682 29
28	New Market...	60,000	Rogers, Rebuilt by Co.	10½	"	"	18,825	2,026 46	In shop for new tires.	" "	214,207	14,872 99	20,401	1,416 46
29	North Branch.	60,000	" " "	10½	"	"	24,125	1,745 77	Fair running order.	" "	176,113	14,883 82	16,725	1,417 51
30	Clarksville....	60,000	" " "	10½	"	"	22,350	2,338 49	" "	" "	176,699	14,848 47	16,924	1,414 14
31	Somerset.....	64,000	Danforth, Cook & Co.	8½	Narrow.	"	9,820	1,702 49	In shop for repairs.	" "	117,034	13,460 21	13,180	1,583 55
32	Hudson.....	64,000	" " "	8¼	"	"	9,492	3,420 37	" "	" "	115,789	15,439 49	14,035	1,871 45
33	Bergen.....	66,000	New Jersey Locomotive Works.	7½	Broad.	"	16,300	1,651 40	Fair running order.	" "	134,050	13,892 27	17,873	1,852 30
[illegible]	Passaic.....	68,000	" " "	6¾	"	"	17,700	3,301 95	Good running order.	" "	136,600	13,969 04	20,237	2,069 59
35	Hunterdon....	64,000	Rogers' Locomotive Works.	7½	Narrow.	"	21,124	2,811 90	In shop for new flues.	On stock train.	165,277	12,207 59	22,037	1,627 68
36	Warren.....	64,000	" " "	7½	"	"	22,608	4,272 49	Good running order.	" "	179,450	16,577 04	23,926	2,210 37
37	Dot.....	60,000	Danforth, Cook & Co.	7¾	"	Wood.	12,375	674 74	Fair running order.	On switching train.	73,150	5,279 13	9,439	681 18
38	Valley.....	66,000	Swinburne, Rebuilt by Co.	7¾	"	H. Coal	15,002	591 49	In shop for new tires.	On coal "	74,622	18,274 45	9,628	2,357 99
39	Mulford.....			6¾		"		24 72	Not in use.		73,138	15,483 76	10,831	2,293 89
40	Morris.....	68,000	New Jersey Locomotive Works.	5½	Broad.	"	15,690	3,116 37	Good running order.	" "	104,890	11,274 57	19,072	2,049 92
41	Burlington....	66,000	Taunton Locomotive Works.	5	Narrow.	"	20,874	1,509 01	In shop for repairs.	" "	107,270	11,174 93	21,454	2,234 98
42	Sussex.....	66,000	" " "	4¾	"	"	14,882	1,580 61	Fair running order.	" "	99,136	9,744 97	20,871	2,051 57
43	Flemington....	44,000	M. W. Baldwin & Co.	4¾	"	"	24,026	2,754 26	" "	On passenger "	106,707	7,667 04	22,464	1,614 11
44	Atlantic.....	64,000	Rogers' Locomotive Works.	4½	"	"	30,038	2,782 20	" "	" stock "	105,084	7,956 64	23,352	1,768 14
45	Camden.....	64,000	" " "	4½	"	"	14,616	2,741 59	" "	" freight "	70,276	10,827 59	15,616	2,406 13
46	Cumberland...	64,000	" " "	4¼	"	"	27,537	3,482 23	Wants new fire box.	" stock "	110,717	8,879 32	26,051	2,089 25
47	Mercer.....	64,000	" " "	4¼	"	"	22,490	2,058 18	Fair running order.	" freight "	85,097	7,900 23	20,022	1,858 87
48	Ocean.....	64,000	" " "	4¼	"	"	22,830	4,993 74	" "	" " "	99,322	11,933 37	23,369	2,821 97
49	Salem.....	64,000	" " "	4¼	"	"	31,044	2,292 84	In shop for new wheels.	" passenger "	92,865	9,003 98	21,851	2,118 58
50	Cape May.....	66,000	Taunton Locomotive Works.	4¼	"	"	22,429	2,100 51	In shop for repairs.	" coal "	88,789	9,364 65	20,892	2,203 44
51	Monmouth....	66,000	" " "	4¼	"	"	21,039	822 71	Wants general repairs.	" gravel "	87,803	7,835 39	20,659	1,848 62
52	Gloucester....	66,000	" " "	4¼	"	"	20,800	2,321 22	Fair running order.	" coal "	75,260	6,160 49	17,708	1,449 52
53	Washington...	66,000	" " "	4½	"	"	18,065	1,703 94	" "	" " "	88,397	8,623 55	19,421	1,694 11
54	Jack.....	60,000	New Jersey Locomotive Works.	4¾	"	"	19,075	1,597 53	Good " "	" switching "	52,825	5,089 93	11,121	1,071 56
55	Tom.....	60,000	" " "	4¾	"	"	9,375	1,201 70	" "	" " "	44,325	4,306 65	9,331	906 66
56	Starling.....	80,000	" " "	3½	"	"	24,963	5,143 27	In shop for repairs.	" passenger "	96,488	11,183 89	27,568	3,195 39
57	Robin.....	80,000	" " "	3¼	"	"	30,886	6,339 25	Good running order.	" " "	104,701	17,107 55	32,215	5,263 86
58	Jefferson.....	66,000	Taunton Locomotive Works.	3½	"	"	12,906	2,189 88	" "	" coal "	41,748	6,742 41	11,928	1,926 40
59	Madison.....	60,000	" " "	3½	"	"	15,997	3,117 34	" "	" " "	58,745	6,907 13	16,784	1,973 46
60	Wren.....	28,000	Danforth, Cook & Co.	4	"	S. Coal.	18,227	1,033 90	Wants general repairs.	" passenger "	69,828	4,899 79	17,457	1,224 94
61	Pewit.....	28,000	" " "	4	"	"	16,845	1,595 71	In shop for gen. repairs.	" " "	57,072	5,815 46	14,268	1,453 86
62	Atlanta.....	60,000	New Jersey Locomotive Works.	3¼	"	H. Coal	31,912	6,742 65	Good running order.	" " "	84,237	17,806 65	25,917	5,478 97
63	Richmond....	60,000	Taunton Locomotive Works.	2½	"	"	30,660	6,197 74	" "	" " "	85,605	9,323 39	34,242	3,729 35
64	Petersburg....	60,000	" " "	2½	"	"	29,735	4,995 95	" "	" " "	97,085	8,357 66	38,834	3,343 06
65	No. 65.....	66,000	" " "	2½	"	"	11,261	2,524 15	" "	" freight "	50,485	5,052 58	20,194	2,021 03
66	" 66.....	66,000	" " "	2½	"	"	26,024	1,873 46	" "	" coal "	62,726	4,201 59	25,090	1,680 63
67	" 67.....	66,000	" " "	2½	"	"	28,465	1,763 65	" "	" " "	65,255	3,328 95	26,102	1,331 59
68	" 68.....	66,000	" " "	2¼	"	"	20,500	1,262 23	" "	" " "	42,926	3,008 73	19,078	1,337 21
69	" 69.....	66,000	" " "	1¾	"	"	37,375	4,414 70	Wants new fire box.	" passenger "	74,425	5,652 98	42,528	3,230 27
70	" 70.....	66,000	" " "	1⅞	"	"	43,315	3,631 50	" " and tires.	" " "	78,615	5,092 80	44,922	2,910 17
71	" 71.....	66,000	" " "	1¾	"	"	30,119	1,609 93	Fair running order.	" freight "	43,407	1,999 76	24,804	1,142 72
72	" 72.....	66,000	" " "	1¾	"	"	26,140	1,600 71	Good running order.	" coal "	42,746	1,870 07	24,426	1,068 61
73	" 73.....	66,000	" " "	1¾	"	"	23,070	1,862 74	" "	" " "	33,326	2,491 10	19,043	1,423 48
74	" 74.....	66,000	" " "	1¾	"	"	24,332	858 90	Fair running order.	" " "	32,468	1,122 06	18,554	641 17
75	" 75.....	66,000	New Jersey Locomotive Works.	1½	"	"	11,830	981 21	Good running order.	" switching "	20,080	1,869 96	13,387	1,246 64
76	" 76.....	66,000	" " "	1½	"	"	14,560	925 20	" "	" " "	22,510	1,356 96	15,207	904 64
77	" 77.....	66,000	" " "	1½	"	"	4,970	673 94	Fair running order.	" coal "	15,892	1,292 62	10,595	861 74
78	" 78.....	66,000	" " "	1½	"	"	7,256	1,126 93	Good running order.	" " "	18,170	1,780 51	12,113	1,187 00
79	" 79.....	66,000	" " "	1½	"	"	16,623	1,417 62	" "	" " "	27,531	2,490 82	18,354	1,660 54
80	" 80.....	66,000	" " "	1½	"	"	14,775	2,353 84	Fair running order.	" " "	25,127	3,036 25	16,751	2,024 16
81	" 81.....	66,000	Danforth, Cook & Co.	1½	"	"	13,720	664 54	" "	" switching "	16,320	755 11	10,880	503 40
82	" 82.....	66,000	" " "	1½	"	"	10,850	242 98	" "	" " "	13,450	422 65	8,966	281 76
83	" 83.....	66,000	" " "	1½	"	"	8,860	842 24	Good running order.	" " "	8,860	953 62	5,907	635 74
84	" 84.....	66,000	" " "	1½	"	"	17,580	283 12	Wants slight repairs.	" " "	23,280	358 63	15,520	239 08
85	" 85.....	68,000	Taunton Locomotive Works.	1¼	"	"	3,400	371 41	Good running order.	" freight "	4,056	454 85	3,243	363 88
86	" 86.....	68,000	" " "	1¼	"	"	350	112 99	Wants repairs.	" coal "	350	144 91	280	115 93
87	" 87.....	68,000	" " "	½	"	"	128	25 28	Good running order.	" " "	128	25 28	1,536	303 36
88	" 88.....	68,000	" " "	½	"	"		33 53	" "	" " "		33 53		402 36
89	" 89.....	68,000	" " "		"	"			" "	" " "				
90	" 90.....													
91	" 91.....	28,000	" " "	¼	"	"	9,000	545 63	" "	" switching "	9,000	545 63	12,000	727 50
92	" 92.....	28,000	" " "	¼	"	"	8,215	369 03	" "	" " "	8,215	369 03	10,953	492 09
									Add for engines sold.		483,766	21,061 05		
							1,549,446	$189,680 68			10,521,899	$873,497 38		

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1867

TWENTY-FIRST ANNUAL REPORT

3. C.
P. 421

OF THE

BOARD OF DIRECTORS

TO THE

STOCKHOLDERS

OF THE

Central R. R. Co. of New Jersey,

JANUARY 1, 1868.

NEW-YORK:
GEORGE F. NESBITT & CO., PRINTERS AND STATIONERS,
Cor. Front and Pine Sts.

1868.

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TWENTY-FIRST ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

TO THE

LIBRARY

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Central R. R. Co. of New Jersey,

JANUARY 1, 1868.

NEW-YORK:
GEORGE F. NESBITT & CO., PRINTERS AND STATIONERS,
Cor. Pearl and Pine Streets.

1868.

President.

JOHN TAYLOR JOHNSTON.

Board of Directors.

JOHN TAYLOR JOHNSTON,	New-York.
JOHN C. GREEN,	"
MOSES TAYLOR,	"
ADAM NORRIE,	"
SIDNEY DILLON,	"
BENJAMIN WILLIAMSON,	Elizabeth.
F. T. FRELINGHUYSEN,	Newark.
HENRY D. MAXWELL,	Easton, Pa.
ASA PACKER,	Mauch Chunk, Pa.

Secretary and Treasurer.

SAMUEL KNOX.

Engineer.

JAMES MOORE.

Superintendent.

R. E. RICKER.

385.4
C335
1867

REPORT.

THE Directors of the CENTRAL RAILROAD COMPANY OF NEW JERSEY present to the Stockholders the following Report, for the year ending December 31st, 1867. For convenience of comparison, many of the statements are made to cover the year 1866 as well as the past year.

SERVICE OF THE ROAD AND FERRY.

The service of the road has been as follows:

	1867.	1866.	Inc. or Dec.	
Miles run by passenger trains.....	500,369	448,545	51,824	Inc.
" " merchandise trains.....	418,066	292,110	125,956	"
" " coal trains.....	551,245	494,160	57,085	"
Total by transportation trains....	1,469,680	1,234,815	234,865	"
Miles run by wood, gravel and construction trains.....	79,766	140,210	60,444	Dec.
Total miles run by trains.....	1,549,446	1,375,025	174,421	Inc.

During the year the Ferry Boats have made 25,578 trips between New-York and Jersey City, against 12,717 trips last year. The Ferry is now run by the Central, Communipaw and Elizabeth—three boats larger in size and superior in beauty and convenience to those of any other Ferry. The Ferry to Elizabeth has also been regularly kept up.

P 15345

PASSENGERS, FREIGHT AND COAL.

A comparison of the passenger business of the year 1867 with the year 1866 gives the following results:

	1867.	1866.	Inc. or Dec.	
Number of passengers	1,204,130	1,083,592	120,538	Inc.
Miles travelled by passengers	27,284,393	25,866,378	1,418,015	"
Equal to through passengers	363,792	344,885	18,907	"

A comparison of the merchandise business of the two years, in tons of 2,000 lbs. (excluding iron), gives the following results:

	1867.	1866.	Inc. or Dec.	
Number of tons carried	513,232	434,002	79,230	Inc.
Tons carried one mile	30,404,947	24,045,007	6,359,940	"
Equal to through tonnage	405,399	320,067	84,799	"

A comparison of the iron tonnage of the two years, in tons of 2,240 lbs., gives the following results:

	1867.	1866.	Inc. or Dec.	
Number of tons carried	53,248	103,008	49,760	Dec.
Tons carried one mile	3,407,872	6,592,512	3,184,640	"
Equal to through tonnage	53,248	103,008	49,760	"

A comparison of the coal business of the two years, in tons of 2,240 lbs., gives the following results, the through tonnage being calculated from Easton to Port Johnston:

	1867.	1866.	Inc. or Dec.	
Number of tons carried	1,369,045	1,289,249	79,796	Inc.
Tons carried one mile	73,764,596	69,421,516	4,343,080	"
Equal to through tonnage	1,084,773	1,020,905	63,868	"

There was an increase in Lackawanna coal of 77,447 tons, and in Lehigh coal of 2,349 tons.

The coal tonnage over the road since the transportation of coal was commenced, has been as follows:

	Lackawanna. Tons.	Lehigh. Tons.	Total. Tons.	Inc. or Dec.
1856.....	98,670	33,325	131,995	131,995 Inc.
1857.....	209,950	84,841	294,791	162,796 "
1858.....	417,726	122,923	540,649	245,858 "
1859.....	455,681	183,277	638,958	98,309 "
1860.....	590,863	263,906	854,769	215,811 "
1861.....	568,869	254,345	823,214	31,555 Dec.
1862.....	502,375	314,195	816,570	6,644 "
1863.....	613,954	435,927	1,049,881	233,311 Inc.
1864.....	675,743	474,221	1,149,964	100,083 "
1865.....	494,687	509,819	1,004,506	145,458 Dec.
1866.....	778,173	511,076	1,289,249	284,743 Inc.
1867.....	855,620	513,425	1,369,045	79,796 "
Total....	6,262,311	3,701,280	9,963,591	

EQUIPMENT.

The Company own 88 engines, of which 16 burn wood or soft coal, and 72 hard coal. Of the freight engines 10 are broad gauge. Their condition is reported to be as follows: 29 in thorough repair, 26 in fair order, 20 wanting general repairs, 9 in shop repairing, and 4 condemned. Five new freight engines have been placed on the road during the year, and 4 passenger engines are ordered for early delivery. About 75 engines are required for daily service, including shifting and construction.

The equipment of cars is as follows: 54 first-class passenger cars, 6 second-class passenger cars, 6 first-class smoking cars, 14 baggage and mail cars, 2 express cars, 116 eight-wheel box freight cars, 40 four-wheel box freight cars, 20 eight-wheel cattle cars, 10 eight-wheel gondola cars, 146 eight-wheel platform cars, 149 six-wheel iron or lime cars, 806 eight-wheel coal cars, 381 four-wheel coal cars, 142 four-wheel dirt cars, 4 eight-wheel caboose cars, 25 four-wheel caboose cars, and 2 wrecking cars. Twenty new passenger cars are under contract for early delivery.

TRANSPORTATION ACCOUNT.

The following is a statement of the ordinary receipts and expenses for the year 1867 compared with 1866:

RECEIPTS.

	1867.	1866.	Inc. or Dec.	
Passengers	$808,581 09	$762,470 56	$46,110 53	Inc.
Merchandise	1,034,089 59	1,099,239 13	65,149 54	Dec.
Coal	1,380,487 59	1,619,744 24	239,256 65	"
Mail	15,806 59	10,183 33	5,623 26	Inc.
Express	51,121 95	42,147 31	8,974 64	"
Rents	40,534 18	27,119 50	13,414 68	"
Miscellaneous	19,776 94	20,340 21	563 27	Dec.
Total Receipts	$3,350,397 93	$3,581,244 28	$230,846 35	Dec.

EXPENSES.

Running expenses	$431,019 86	$425,850 94	$5,168 92	Inc.
Wood consumed	72,735 69	69,938 70	2,796 99	"
Coal consumed	165,676 95	244,026 98	78,350 03	Dec.
Repairs of road	319,845 86	314,461 77	5,384 09	Inc.
Repairs of engines	189,688 60	176,565 28	13,123 32	"
Repairs passenger cars	42,736 25	38,287 99	4,448 26	"
Repairs freight cars	47,213 75	50,316 46	3,102 71	Dec.
Repairs coal cars	52,380 66	53,511 47	1,130 81	"
Repairs docks, Eliz'port	31,174 42	23,237 90	7,936 52	Inc.
Repairs buildings, bridges	96,365 61	66,915 27	29,450 34	"
Repairs tools, machinery	23,141 38	33,152 01	10,010 63	Dec.
Expense account	110,442 52	86,700 03	23,742 49	Inc.
Miscellaneous expenses	74,247 96	124,734 01	50,486 05	Dec.
Ferry running expenses	127,841 59	118,270 05	9,571 54	Inc.
Ferry boat repairs	41,422 54	40,312 08	1,110 46	"
Ferry miscell. expenses	6,001 03	11,869 82	5,868 79	Dec.
Car service	46,087 00	85,824 93	39,737 93	"
Total Expenses	$1,878,021 67	$1,963,975 69	$85,954 02	Dec.
Balance Net Earnings	$1,472,376 26	$1,617,268 59	$144,892 33	Dec.

The following table shows the receipts, expenses and net earnings from the beginning of the annual reports to the Legislature, to the present time:

	Receipts.	Expenses.	Net Earning
1853.....	$349,018	$197,629 or 57 p. c.	$151,389 or 43 p. c.
1854.....	378,145	197,349 or 52 "	180,796 or 48 "
1855.....	393,729	208,856 or 53 "	184,873 or 47 "
1856.....	553,479	258,308 or 47 "	295,171 or 53 "
1857.....	682,314	340,502 or 49 "	341,812 or 51 "
1858.....	836,934	345,614 or 42 "	491,320 or 58 "
1859.....	971,702	385,716 or 39 "	585,986 or 61 "
1860.....	1,185,848	475,457 or 40 "	710,391 or 60 "
1861.....	1,201,895	522,452 or 43 "	679,443 or 57 "
1862.....	1,397,586	623,245 or 44 "	774,341 or 56 "
1863.....	1,941,976	814,732 or 42 "	1,127,244 or 58 "
1864.....	2,537,185	1,231,554 or 49 "	1,305,631 or 51 "
1865.....	3,036,390	1,748,434 or 57 "	1,287,956 or 43 "
1866.....	3,581,244	1,963,976 or 55 "	1,617,268 or 45 "
1867.....	3,350,398	1,878,022 or 56 "	1,472,376 or 44 "
Total.....	$22,397,843	$11,191,846 or 50 p. c.	$11,205,997 or 50 p. c.

A decrease in receipts is here shown of $230,846.35, or 6 per cent. The increase in passenger receipts was $46,110.53, or 6 per cent. The decrease in merchandise receipts was $65,149.54 or 6 per cent.; in coal receipts, $239,256.65, or 15 per cent.

The expenses show a decrease of $85,954.02 or 4 per cent. There has been an increase in running expenses of $5,168.92; in repairs of road of $5,384.09; in repairs of equipment of $13,338.06; in other repairs of $27,376.23; in ferry expenses of $4,813.21. There has been a decrease in fuel consumed of $75,553.04; in general expenses of $26,743.56, and in car service of $39,737.93.

The gross receipts per mile run have been as follows: From passenger trains, $1.63 against $1.70 in 1866; from merchandise trains, $2.47 against $3.76; from coal trains

$2.50 against $3.28. The average receipts per mile run from all trains have been $2.16, against $2.90 the previous year.

The gross expenses per mile run have been $1.21 against $1.59 the previous year.

FINANCIAL CONDITION.

The Balance-sheet will be found at page 14 of the report. The following is a statement of the financial operations during the year:

CREDITS.

Gross earnings, as per statement	$3,350,397 93
Capital, instalments paid on new stock	768,600 00
Cash and Accounts receivable, decrease	3,944 58
Total	$4,122,942 51

DEBITS.

Ordinary expenses, as per statement	$1,878,021 67
Grading, second track, extension, etc.	166,170 94
Masonry	82,066 71
Railway superstructure	48,503 97
Bridge superstructure	24,063 56
Engineering	13,219 56
Land damage	27,617 12
Ferry boats	45,002 23
Station-houses	81,941 99
Port Johnston coal wharves	8,870 08
Docks in New-York	1,601 40
Engines	7,250 00
Passenger Cars	9,399 17
Freight cars	9,421 18
Coal cars	84,822 75
Lands, machinery, miscell. property, material, etc., increase	199,904 89
Quarterly dividends for year, 10 per cent.	1,297,850 00
Interest account for year, balance	13,127 45
State taxes for year	38,540 40
United States taxes	85,547 44
Total	$4,122,942 51

The profit-and-loss account has been credited.

Gross earnings		$3,350,397 93

It has been debited as follows:

Ordinary expenses	$1,878,021 67	
Interest account	13,127 45	
Taxes to State	38,540 40	
United States taxes	85,547 44	
Dividends, 10 per cent	1,297,850 00—	3,313,086 96
Balance		$37,310 97

which has been appropriated to the reduction of various accounts. The balance of surplus profits remains $628,-159.26, as heretofore.

The increase in the construction accounts of the railroad and appendages has been	$454,055 33
Increase in equipment accounts	110,893 10
Increase in all other property accounts	244,907 12
Total	$809,855 55

The cost of the railroad, double tracked, with its coal wharves, station-houses, shops, and other appendages, stands at $8,160,643.57, and that of the equipment at $2,075,-493.10.

CONSTRUCTION.

But little new work has been undertaken during the year, and the improvements heretofore in progress have been generally finished. The Lopatcong stone viaduct is completed and in use. The Bloomsbury bridge is filled up and finished, except a little widening. The Springtown embankment has been widened. All the large river bridges, therefore, in the middle and western parts of the road, which heretofore were causes of insecurity and possible interruption to business, have now been removed; three by filling up and one by the substitution of a handsome stone viaduct of five arches. They have cost respectively: High

Bridge embankment, including masonry, $251,000; Musconetcong or Bloomsbury, $157,000; Pohatcong or Springtown, $152,000; Lopatcong stone viaduct and approaches, $120,000. All these works have been constructed at a moderate expense, notwithstanding the high prices that have prevailed. The contractor, Sidney Dillon, deserves great credit for the nerve, ability and good judgment shown in the prosecution of these works, by which he saved himself from loss under his contracts, while the Company showed their appreciation of his services by making promptly such concessions as were just to both parties. The above remarks will apply also fully in all respects to the construction of the extension from Elizabeth to Jersey City.

At Spruce Run additional track room is providing for the Lackawanna coal trade, and the station grounds and buildings at Glen Gardner are commenced. A passenger house has been built at Pamrepo. Other buildings have been put up at stations requiring additional facilities. Houses for the operatives have also been put up where urgently required, including a block of eighteen buildings at Bergen Point for the men employed on the Port Johnston coal wharves. The existing engine houses at Communipaw and elsewhere have been enlarged, and a new brick house and turn-table built at Port Johnston.

COAL TRADE AND PORT JOHNSTON.

The new facilities for coal at Port Johnston have continued to be developed and improved. More than half the Lehigh coal brought over the road during the past year was shipped at this point, and the additional room and economical handling at this place have been a great advantage to the trade. The exceeding dullness of trade has prevented much increase in the gross business, while the same stagnation has made it occupy all the space provided, both at Elizabethport and Port Johnston. Three or four

times the amount of coal could readily be taken care of with the same facilities in more active times. To facilitate the consolidation of Lehigh coal at Port Johnston, a second large wharf has been put under contract. Improvements in the storage wharf tracks have also been made.

The Lackawanna coal trade shows also a moderate increase in spite of low prices. The Delaware, Lackawanna and Western Railroad Company have under consideration a plan for the removal of a portion at least of their coal business to Jersey City.

LOCAL BUSINESS.

There is a marked activity in real estate along the line. The population seems to be only limited by the houses to be had, and many building operations, for occupation or for sale, are going on at all the points within reasonable distance of the city. To facilitate this, and to enable the surplus lands belonging to the Company to be sold to advantage, some money has been spent in grading and fencing streets in the vicinity of Scotch Plains, Plainfield and New Market, with the best results. The local passenger business shows, at almost every station within its influence, the impetus given by this activity, as may be seen by consulting the table of passengers. The local freight also increases, but more slowly.

STOCK YARD AND MARKET.

This establishment has had to contend with the determined opposition of the butchers to the ordinance requiring the removal of slaughter houses from the city; but a large and successful business has been and is doing, and the entire removal of the trade from the city to this and the other abattoirs is only a matter of time.

PETROLEUM.

A large station for petroleum has been established by parties largely interested in this trade, on land purchased

from the American Dock Company, at a safe distance from other buildings. Extensive warehouses, iron tanks and other improvements have been erected by the parties on the premises, a track laid to connect it with the stock yard track, and the business is now in full operation.

LEHIGH COAL AND NAVIGATION CO.

The well-constructed road of this Company on the north side of the Lehigh, is now nearly ready to open for business, the only part unfinished being the bridge over the Lehigh, at Easton. Beyond this the road is completed and in operation. No new region is opened by this road, but more perfect facilities will be given to the country through which it passes, and a large amount of business will undoubtedly be developed, as well as a certain amount of that already in existence diverted from the canal to this railroad.

AMERICAN DOCK AND IMPROVEMENT COMPANY.

Bulkheads have been sunk by this Company on the north and south sides of the basin, 500 feet wide, which the people of Jersey City desire to have left south of their city and north of the station grounds and improvements connected therewith. The bulkheads south of the station grounds have also been extended in uniformity with the general plans adopted by the Dock Company. The filling in has been steadily prosecuted in accordance with their contract, especially along the places required for immediate use, by contracts, or for the safety of tracks.

PROSPECTS OF BUSINESS.

Another dull year may be reasonably anticipated. In the coal trade low prices will rule, and therefore low rates for transportation will have to be accepted. It seems probable also that the general derangement and depression will affect passenger and freight business to a considerable extent. From its geographical position, however, it is thought that this Company can sustain its general business and receipts,

especially with the assistance of the rapid growth of the local business. Another reduction in expenses can be safely calculated on.

JOSIAH O. STEARNS.

The Company has sustained a great loss the past year in the sudden death of their Superintendent, Josiah O. Stearns, while still in the prime of life. He entered the service of the Company in the spring of 1852 as Chief Clerk in the Freight Office; left in the spring of 1853 for a better position on the Tioga Railway; returned again to the Central road as General Freight Agent in the fall of 1854; was appointed General Superintendent in the fall of 1862, on the death of John O. Stearns, and filled that post with great acceptance to the Company and the community, till his own death, August 29th, 1867, in the 37th year of his age. His wonderful popularity with the employees, combined with great tact and promptness, enabled him to maintain discipline without losing his place in their esteem. As a young man, and as a man in his prime, he stood high among railroad men; and had he lived to have his judgment ripened by maturity he might have had few equals. Of his many noble traits of character it would be out of place to speak here. He lived long enough to make a host of friends, and died accompanied to his grave by the grief of a community.

Mr. Robert E. Ricker, late Superintendent of Machinery on the Pennsylvania Railroad, was elected General Superintendent to fill the vacancy, and entered on the discharge of his duties in October. He brings with him a high character, and commences his superintendency in a very satisfactory manner.

By order of the Board,

JOHN TAYLOR JOHNSTON,

President.

Office Central Railroad Company of New Jersey, February, 1868.

Balance Sheet, Central Railroad Company of New Jersey, *January* 1, 1868.

Railroad:		
Grading,	$2,093,977 48	
Masonry,	855,654 83	
Railway superstructure and ballast,	2,607,960 43	
Bridge superstructure,	512,329 23	
Land damages,	512,852 30	
Engineering,	141,233 64	
Interest charged to construction,	431,939 62	
		$7,155,947 53
Port Johnston coal wharves,		327,246 85
Station-houses, shops, and water-stations,		375,362 67
Land and work at Elizabethport,		302,086 52
Ferry interest and boats,		601,553 75
Engines,		938,250 00
Passenger and baggage cars,		208,399 17
Freight cars,		290,371 18
Coal cars,		638,472 75
Land, docks, machinery, miscellaneous property, etc.,		4,647,443 12
Chairs, spikes, iron rails and ties on hand,		86,886 91
Materials and fuel on hand,		161,243 47
Cash and accounts receivable,		1,185,299 20
		$16,918,563 12

E. E., *January* 1, 1868.

Capital stock,		$13,768,600 00
First mortgage bonds, due 1870,	$900,000 00	
Second " " " 1875,	600,000 00	
		1,500,000 00
Dividend 2½ per cent., payable in January,		325,000 00
Interest on bonds, accrued, not yet due,		33,250 00
Accounts payable,		663,553 86
Renewal fund, balance to credit,		628,159 26
		$16,918,563 12

Samuel Knox, *Treasurer.*

Monthly Receipts of Railroad and Ferry.

1867.	Passengers.	Merchandise.	Coal.	Express.	Rent.	Mail.	Miscellaneous.	Total.
January	$47,965 69	$84,542 21	$63,934 07	$2,946 84	$1,637 30	.....	$1,375 78	$202,401 89
February	46,092 45	78,955 12	85,526 59	3,094 71	5,448 95	.....	885 49	220,003 31
March	57,931 99	83,530 42	88,464 42	4,010 12	1,526 64	.....	1,074 18	236,537 77
April	76,969 04	79,295 57	134,855 54	4,402 52	3,670 80	.....	1,349 17	300,542 64
May	77,807 82	99,862 33	154,438 62	4,427 53	4,989 58	175 00	1,986 34	343,687 22
June	72,445 81	82,541 21	144,808 38	4,475 51	668 38	7,500 00	1,480 84	313,920 13
July	80,872 92	79,704 57	164,325 94	3,961 16	3,050 79	.....	1,859 12	333,774 50
August	78,157 46	87,787 68	150,474 27	4,332 54	1,933 90	246 77	1,524 13	324,456 75
September	80,173 37	102,642 07	102,010 05	4,991 92	5,964 60	.....	1,923 77	297,705 78
October	75,125 40	103,581 15	104,004 31	4,944 70	3,004 33	.....	2,171 33	292,831 22
November	64,854 53	87,805 92	104,711 06	4,753 26	6,236 00	3,941 72	1,824 32	274,126 81
December	50,184 61	63,841 34	82,934 34	4,781 14	2.402 91	3,943 10	2,322 47	210,409 91
Total	808,581 09	1,034,089 59	1,380,487 59	51,121 95	40,534 18	15,806 59	19,776 94	3,350,397 93

Monthly Expenses of Railroad and Ferry.

1867.	Running Expenses.	Wood Consumption.	Coal Consumption.	Repairs of Road.	Repairs of Engines.	Repairs of Cars.	Repairs of Buildings, &c.	Expense Account.	Miscellaneous Expenses.	Ferry Expenses.	Repairs of Ferry Boats.	Car Service.	Total.
Jan...	36,181 42	6,000 00	18,000 00	19,647 36	18,397 27	12,623 32	7,575 38	11,661 74	2,950 66	9,041 11	2,130 56	2,143 19	146,352 01
Feb..	31,050 11	6,000 00	18,000 00	16,784 74	17,054 99	11,018 37	6,521 26	8,526 01	8,257 58	10,573 17	2,453 92	.....	136,240 15
March	32,231 64	6,000 00	16,000 00	21,615 94	17,853 64	11,966 29	7,638 31	7,899 75	2,854 97	8,919 13	1,627 78	.....	134,607 45
April.	33,602 17	6,000 00	18,000 00	20,229 17	17,023 32	10,602 16	15,417 17	6,350 71	5,355 71	8,402 00	985 96	4,793 76	146,762 13
May..	35,701 94	7,000 00	18,000 00	25,853 33	15,401 59	12,526 17	12,641 32	6,893 71	11,726 92	10,730 81	2,865 30	8,332 31	167,673 40
June.	34,810 15	7,000 00	15,000 00	26,808 76	14,181 73	12,545 60	23,009 13	8,111 36	2,048 77	8,234 45	1,525 56	6,717 13	159,992 64
July..	35,944 97	5,000 00	15,000 00	22,997 66	14,465 73	9,297 74	8,122 66	11,115 86	4,654 51	7,966 05	2,750 24	7,371 45	144,686 87
Aug..	35,548 08	5,000 00	15,000 00	24,396 66	15,740 71	10,459 67	13,700 41	6,590 11	2,655 55	7,691 32	5,020 59	5,851 08	147,654 18
Sept..	35,145 76	5,000 00	15,000 00	27,160 04	14,514 92	11,997 52	7,528 98	10,571 87	3,481 33	7,653 28	8,325 65	58 43	146,437 78
Oct...	40,045 96	5,000 00	15,000 00	24,187 23	14,386 84	12,563 62	14,753 85	16,498 06	2,040 39	8,582 33	5,402 29	3,453 57	161,914 14
Nov..	37,262 69	5,000 00	2,676 95	26,360 65	15,407 97	11,403 24	15,042 51	4,848 80	7,113 58	8,882 21	4,828 61	3,581 54	142,408 75
Dec..	43,494 97	9,735 69	.....	63,804 32	15,259 89	15,326 96	18,730 43	11,374 54	21,107 99	37,166 76	3,506 08	3,784 54	243,292 17
Total.	431,019 86	72,735 69	165,676 95	319,845 86	189,688 60	142,330 66	150,681 41	110,442 52	74,247 96	133,842 62	41,422 54	46,087 00	1,878,021 67

Table of Passengers carried on the Central Railroad of New Jersey for the Year 1867, *compared with* 1866.

STATIONS.	1867.			1866.		
	To	From	Total.	To	From	Total.
New-York.....	427,610	464,809	892,419	365,307	393,999	759,306
Communipaw...	10,293	6,303	16,596	10,135	8,778	18,913
Claremont.....	4,097	2,266	6,363	586	262	848
Greenville.....	45,585	44,626	90,211	27,635	24,463	52,098
Pamrapo.....	22,553	21,873	44,426	17,199	16,350	33,549
Bayonne.....	3,105	3,187	6,292	1,426	904	2,330
Centreville.....	3,657	3,073	6,730	165	814	979
Mariner's Harbor	11,001	12,721	23,722	11,139	11,367	22,506
Bergen Point...	48,991	47,880	96,871	40,248	39,087	79,335
Elizabethport...	52,526	52,995	105,521	58,873	60,457	119,330
Elizabeth.....	146,117	149,537	295,654	142,644	143,183	285,827
Roselle.....	13,677	12,414	26,091	10,479	9,394	19,873
Cranford.....	12,392	11,911	24,303	12,922	12,252	25,174
Westfield.....	19,712	18,802	38,514	16,386	15,752	32,138
Scotch Plains...	13,044	12,952	25,996	11,226	10,957	22,183
Plainfield.....	72,165	73,873	146,038	66,007	67,243	133,250
New Market....	13,264	12,272	25,536	12,317	11,506	23,823
Bound Brook...	20,925	21,223	42,148	19,808	20,185	39,993
Somerville.....	38,441	38,938	77,379	38,523	38,448	76,971
Ricefield.....	887	574	1,461	853	451	1,304
Flagtown.....	2,635	2,372	5,007	2,720	2,302	5,022
Neshanic.....	4,626	4,774	9,400	4,818	4,959	9,777
Three Bridges...	3,234	3,011	6,245	2,965	2,735	5,700
Flemington.....	9,884	10,106	19,990	9,568	10,009	19,577
Raritan.....	3,596	3,632	7,228	2,733	2,695	5,428
North Branch...	5,530	5,093	10,623	4,676	4,210	8,886
White House...	9,262	9,173	18,435	8,181	7,900	16,081
Lebanon.....	3,534	3,620	7,154	2,941	2,961	5,902
Clinton.....	9,424	9,616	19,040	9,330	9,695	19,025
High Bridge....	5,347	5,330	10,677	4,787	4,842	9,629
Spruce Run.....	4,784	4,916	9,700	4,496	4,460	8,956
Junction.....	27,400	23,835	51,235	31,931	29,128	61,059
Asbury.....	5,263	4,989	10,252	5,429	5,324	10,753
Valley.....	3,387	3,257	6,644	3,615	3,423	7,038
Bloomsbury....	7,426	7,377	14,803	7,063	7,161	14,224
Springtown.....	2,520	2,325	4,845	3,817	3,667	7,484
Phillipsburgh...	7,055	8,083	15,138	7,952	9,843	17,795
Easton.....	109,181	80,392	189,573	102,692	82,426	185,118
	1,204,130	1,204,130		1,083,592	1,083,592	

Table of Freight Tonnage carried on the Central Railroad of New Jersey for the Year 1867, *compared with* 1866.

			1867.		1866.	
Between	New-York	and Bergen Point....	2,236	tons.	1,873	tons.
"	"	" Mariners' Harbor.	1,216	"	1,378	"
"	"	" Elizabethport....	12,317	"	14,311	"
"	"	" Pamrapo	10	"		
"	"	" Bergen Point....	57	"		
"	"	" Elizabethport....	5	"		
"	"	" Elizabeth.....	140	"	19	"
"	"	" Roselle.....	19	"		
"	"	" Cranford.....	149	"	483	"
"	"	" Westfield.....	935	"	858	"
"	"	" Scotch Plains....	1,198	"	1,342	"
"	"	" Plainfield.....	6,058	"	5,777	"
"	"	" New Market.....	556	"	462	"
"	"	" Bound Brook....	717	"	787	"
"	"	" Somerville.....	2,210	"	2,867	"
"	"	" Ricefield.....	278	"	221	"
"	"	" Flagtown.....	1,618	"	1,677	"
"	"	" Neshanic.....	1,591	"	2,373	"
"	"	" Three Bridges...	1,957	"	2,149	"
"	"	" Flemington.....	2,779	"	2,970	"
"	"	" Raritan.....	2,475	"	2,617	"
"	"	" North Branch...	2,057	"	1,819	"
"	"	" White House....	1,577	"	2,217	"
"	"	" Lebanon.....	1,186	"	1,497	"
"	"	" Clinton.....	4,837	"	5,239	"
"	"	" High Bridge.....	1,338	"	1,241	"
"	"	" Spruce Run.....	1,791	"	1,257	"
"	"	" Junct'n D. L. & W	38,188	"	36,567	"
"	"	" New Hampton...	1,012	"	1,385	"
"	"	" Asbury.....	683	"	777	"
"	"	" Valley.....	1,110	"	572	"
"	"	" Bloomsbury.....	1,309	"	1,664	"
"	"	" Springtown.....	1,017	"	1,355	"
"	"	" Phillipsburgh....	6,024	"	3,471	"
"	"	" Easton.	207,769	"	125,897	"
"	Port Johnston	" Phillipsburgh....	193,299	"	54,938	"
"	Elizabethport	" New Hampton...	857,787	"	786,152	"
"	"	" Phillipsburgh....	344,836	"	549,114	"
"	Elizabeth	" New Hampton...	10,335	"	9,914	"
"	"	" Phillipsburgh....	88,467	"	90,060	"
"	all intermediate Stations.....		132,384	"	108,959	"
	Total number of Tons.....		1,935,525	tons.	1,826,259	tons.

TABLE OF ENGINES OF THE CENTRAL RAILROAD OF NEW JERSEY, JANUARY 1st, 1866.

No. and Name.	Weight in Pounds.	Maker.	Years in Use.	Gauge.	Burner.	Miles Run.	Repairs.	Present Condition and Duty.		Total Mileage.	Total Repairs.	Average Yearly Mileage.	Average Yearly Repairs.
1. General Wall..	26,000	Baldwin, Rebuilt by Company,	13	Narrow.	Wood.			Wants General Repairs.	Not in Use.	63,158	$2,886 69		
3. Easton.......	44,000	Taunton Locomotive Co.,	17	"	S. Coal.	23,200	$709 39	In fair Running Order.	On Construction Train.	288,596	10,925 32	16,976	$642 66
4. Clinton.......	44,000	" " "	15¾	"	"	20,350	961 69	" " "	" " "	256,928	12,685 84	16,899	805 45
5. New-York....	52,000	" " "	13¾	"	Wood.	29,870	1,815 28	In good Running Order.	On Passenger Train.	304,365	15.781 83	22,136	1,147 77
6. Pennsylvania..	52,000	" " "	13½	"	"	38,430	3,159 91	" " "	" " "	261,232	16,484 84	19,350	1,221 09
7. New Jersey...	52,000	Rogers, Ketchum & Co.,	13¼	"	S. Coal.	21,530	1,423 68	In Running Order.	On Construction Train.	223,115	12,760 73	16,839	963 08
9. Lehigh.......	52,000	" " "	13¼	"	"	16,100	2,592 14	" " "	" " "	266,213	14,017 29	20,091	1,057 91
10. Plainfield	52,000	Taunton Locomotive Co.,	12¾	"	Wood.	36,870	2,038 56	In fair Running Order.	On Passenger Train.	320,756	15,700 34	25,157	1,251 01
11. Westfield.....	52,000	" " "	12¾	"	"	32,097	1,064 44	In Shop for Repairs.		388,451	17,431 50	26,545	1,367 18
12. Elizabeth....	52,000	" " "	12½	"	"	40,765	1,373 40	In fair Running Order.	On Passenger Train.	371,646	17,758 10	29,684	1,420 65
13. Raritan.......	52,000	" " "	12½	"	S. Coal.	22,405	1,582 31	" " "	On Freight Train.	219,095	12,149 64	17,528	972 00
14. Bloomsbury...	52,000	" " "	11¾	"	Wood.	21,205	2,229 93	In good Running Order.	On Passenger Train.	209,703	12,014 22	17,890	1,022 49
15. Lebanon......	54,000	New Jersey Locomotive Co.,	10	"	H. Coal.	19,630	1,911 48	Wants General Repairs.	On Gravel Train.	171,877	13,026 99	17,188	1,302 69
16. Asbury.......	54,000	" " "	10	"	"	11,390	3,810 48	In fair Running Order.	On Freight Train.	152,535	14,051 67	15,253	1,405 17
17. Hampton.....	56,000	" " "	9½	Broad.	Wood.		188 26	" " "	Spare Engine.	183,551	5,006 10	19,321	526 96
18. Port.........	56,000	" " "	8½	"	"		52 34	" " "	" "	114,682	4,310 42	13,492	624 75
19. Essex.... ...	50,000	Taunton, Rebuilt by Company,	10	Narrow.	H. Coal.	37,755	3,408 77	Wants New Fire Box.	On Passenger Train.	180,698	18,327 87	18,070	1 832 79
20. Bound Brook..	56,000	New Jersey Locomotive Co.,	9¼	Broad.	"	21,800	1.972 77	In fair Running Order.	On Freight Train.	183,127	9,998 62	19,790	1,080 88
21. Somerville....	56,000	" " "	9¼	"	"	14,700	4,806 66	In good Running Order.	On Coal Train.	188,014	12,615 11	19,786	1,363 80
22 Phillipsburg...	54,000	" " "	8¼	Narrow.	S. Coal.	14,555	610 82	Wants New Boiler and General Repairs.	On Gravel Train.	140,370	5,964 73	17,015	723 00
23. Craneville	56,000	" " "	8¾	Broad.	H. Coal.	16,500	2,701 90	In fair Running Order.	On Coal Train.	179,511	11,954 78	20,515	1,366 26
25. Active	50,000	Danforth, Cooke & Co.,	8¾	Narrow.	"	15,300	2,418 60	Wants General Repairs and New Flues.	Shifting cars at E'port.	80.440	5,997 02	9,193	685 37
26 Middlesex	70,000	New Jersey Locomotive Co.,	8½	"	"	11,720	1,777 92	In fair Running Order.	On Coal Train.	99,516	13,340 65	11,711	1,569 50
27. Union.......	70,000	" " "	8	Broad.	"		5,789 57	Being Rebuilt.		82,730	11,525 09		
28. New Market...	60,000	Rogers' Locomotive Co.,	8½	"	"	25,000	870 50	In fair Running Order.	On Coal Train.	175,082	10,037 66	20,598	1,180 90
29. North Branch .	60,000	" " "	8½	"	"	5,400	7,107 97	In good Running Order.	" " "	129,098	10,363 72	15,188	1,219 26
30. Clarksville....	60,000	" " "	8½	"	"	21,650	2,103 57	" " "	" " "	131,299	9,819 72	15,447	1,155 26
31. Somerset.....	64,030	Danforth, Cooke & Co.,	6½	Narrow.	"	12,750	1,917 67	In fair Running Order.	" " "	99,022	9,081 96	15,234	1,397 22
32. Hudson	64,000	" " "	6¼	"	"	9,642	4,892 56	" " "	" " "	94,670	10,976 21	15,778	1,829 37
33. Bergen	66,000	New Jersey Locomotive Co.,	5½	Broad.	"	8,700	4,074 29	In good Running Order.	" " "	102,950	8,989 70	18,718	1,634 50
34. Passaic.......	68,000	" " "	4¾	"	"	14,700	3,728 56	" " "	" " "	98,000	8,390 51	19,580	1,678 10
35. Hunterdon....	64,000	Rogers' Locomotive Co.,	5½	Narrow.	"	20,796	1,210 66	In Shop for New Fire Box and General Repairs.		124,558	5,471 79	22,647	994 87
36. Warren.	64,000	" " "	5½	"	"	16,506	3,767 07	In good Running Order.	On Freight Train.	136,784	8,546 92	24,870	1,554 00
37. Dot...... ...	60,000	Danforth, Cooke & Co.,	5¾	"	Wood.	15,600	621 38	Wants General Repairs.	Shifting cars at E'port.	49,575	2,790 99	8,262	465 16
38. Valley.......	66,000	Swinburne Locomotive Co ,	5¾	"	H. Coal.	11,284	9,625 84	In good Running Order.	On Coal Train.	49,364	15,331 99	8,227	2,555 33
39. Mulford	66,000	" " "	5¾	"	"	2,566	373 13	In Shop for New Fire Box and General Repairs.		72,850	9,312 96	12,142	1,552 16
40. Morris.......	68,000	New Jersey Locomotive Co.,	3½	Broad.	"	14,630	3,618 39	In good Running Order.	On Coal Train.	66,300	6,483 31	18,943	1,852 37
41. Burlington....	66,000	Taunton Locomotive Co.,	3	Narrow.	"	17.634	4,553 65	" " "	" " "	74,428	5,897 74	24,809	1,965 91
42. Sussex	66,000	" " "	2¾	"	"	17,607	3,180 70	" " "	" " "	66,958	4,483 88	22,317	1,494 60
43. Flemington...	44,000	Baldwin & Co.,	2¾	"	S. Coal.	19,075	1,386 23	" " "	On Passenger Train.	57,216	2,327 56	19,680	775 85
44. Atlantic......	64,000	Rogers' Locomotive Co ,	2½	"	H. Coal.	19,788	2,971 01	" " "	On Coal Train.	58,516	3,455 51	23,406	1,382 20
45. Camden.....	64,000	" " "	2½	"	"	15,081	3,154 26	" " "	" " "	44,171	4,924 02	17,668	1,969 61
46. Cumberland...	64,000	" " "	2¼	"	"	20,126	2,749 21	" " "	On Stock Train.	58,062	2,132 83	25,700	1,392 37
47. Mercer......	64,000	" " "	2¼	"	"	17,875	3,404 41	" " "	On Coal Train.	44,365	4,648 41	19,720	2,066 00
48. Ocean........	64,000	" " "	2¼	"	"	18,859	4,385 35	" " "	On Iron Train.	47,468	5,058 66	21,097	2,247 18
49. Salem.......	64 000	" " "	2¼	"	"	18,004	2,881 38	" " "	On Coal Train.	40,660	3.768 73	18,071	1,674 99
50. Cape May.....	66,000	Taunton Locomotive Co.,	2¼	"	"	22,330	2,970 34	Wants New Fire Box.	" " "	53,968	4.130 69	26,484	2,060 38
51. Monmouth....	66,000	" " "	2¼	"	"	21,752	3,331 32	In good Running Order.	" " "	50,624	3,979 31	25,202	1,984 16
52. Gloucester....	66,000	" " "	2¼	"	"	22,176	820 73	" " "	" " "	37,260	1,157 81	18,120	573 45
53. Washington...	66,000	" " "	2½	"	"	24,696	1,187 39	Wants General Repairs.	" " "	55,854	2,491 01	22,541	996 40
54. Jack.........	60,000	New Jersey Locomotive Co.,	2¾	"	"	14,400	1,833 62	" " "	Shifting cars at E'port.	20,300	2,374 22	6,788	791 41
55. Tom	60,000	" " "	2¾	"	"	11,900	1,695 61	" " "	" " "	22,150	2,114 79	7,768	704 93
56. Starling......	50,000	" " "	1½	"	"	32,375	1,758 63	In fair Running Order.	On Passenger Train.	38,900	2.116 38	25.933	1,410 93
57. Robin.......	50,000	" " "	1¼	"	"	39,075	5,181 43	In good Running Order.	" " "	39,075	5,384 72	31,260	4,307 77
58. Jefferson	66,000	Taunton Locomotive Co.,	1½	"	"	5,548	2,415 44	" " "	On Coal Train.	7,596	2,854 88	5,064	1,903 25
59. Madison......	60,000	" " "	1½	"	"	24,844	1,340 00	In fair Running Order.	" " "	29,360	1,531 94	19,906	1,021 29
60. Pewit..	28,000	Danforth, Cooke & Co.,	2	"	S. Coal.	15,200	1,063 29	" " "	On Passenger Train.	25,545	1,548 29	12,772	779 15
61. Atlanta.......	60 000	New Jersey Locomotive Co.,	1¼	"	H. Coal.	17,705	6,308 19	In good Running Order.	" " "	19,515	7,004 19	15,615	5,603 35
62. Wren........	28,000	Danforth, Cooke & Co.,	2	"	S. Coal.	36,255	1,937 82	" " "	" " "	40,955	2,320 76	20,477	1,160 38
63. Richmond ...	60,000	Taunton Locomotive Co ,	½	"	H. Coal.	22,125	799 75	In fair Running Order.	" " "	22,125	799 75	44,850	897 50
64. Petersburg...	60,000	" " "	½	"	"	25,650	413 88	" " "	" " "	25,650	413 88	51,300	827 76
No. 65..........	66,000	" " "	½	"	"	14,062	212 19	In good Running Order.	On Freight Train.	14,062	212 19	28,124	424 38
No. 66..........	66,000	" " "	½	"	"	9.690	210 77	" " "	On Coal Train.	9,690	210 77	19,380	421 54
No. 67..........	66,000	" " "	½	"	"	8,522	134 91	" " "	" " "	8,522	134 91	17,044	269 82
No. 68..........	66,000	" " "	¼	"	"	5,758	304 72	" " "	On Stock Train.	5,758	304 72	23,032	1,218 88
						1,700		Engines Sold, &c.		369,084	14,451 94		
						1,187,978	$155,198 12			7,597,428	$495,547 32		

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TWENTY-THIRD ANNUAL REPORT

OF THE

BOARD OF DIRECTORS

TO THE

STOCKHOLDERS

OF THE

Central R. R. Co. of New Jersey,

JANUARY 1, 1870.

New-York:
GEORGE F. NESBITT & CO., PRINTERS AND STATIONERS,
Corner of Pearl and Pine Streets.
1870.

July 20, 1870 Scudder 4 To

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President.

JOHN TAYLOR JOHNSTON.

Vice-President.

SIDNEY DILLON.

Board of Directors.

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SAMUEL KNOX.

Engineer.

JAMES MOORE.

Superintendent.

R. E. RICKER.

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REPORT.

The Directors of the CENTRAL RAILROAD COMPANY OF NEW JERSEY present to the Stockholders the following Report, for the year ending December 31st, 1869. For convenience of comparison, many of the statements are made to cover the year 1868 as well as the past year.

SERVICE OF THE ROAD AND FERRY.

The service of the road has been as follows:

	1869.	1868.	Inc. or Dec.	
Miles run by passenger trains....	827,582	697,693	129,889	Inc.
" " merchandise trains..	586,858	548,925	37,933	"
" " coal trains.	702,592	685,984	16,608	"
Total by transportation trains..	2,117,032	1,932,602	184,430	"
Miles run by wood, gravel and construction trains.....	98,066	78,356	19,710	"
Total miles run by trains.....	2,215,098	2,010,958	204,140	"

During the year the Ferry Boats have made 36,069 trips between New-York and Jersey City, against 28,678 trips last year. The Ferry is now run by the Central, Communipaw, Elizabeth and Plainfield. The Ferry to Elizabeth has also been regularly kept up.

PASSENGERS, FREIGHT AND COAL.

A comparison of the passenger business of the year 1869 with the year 1868 gives the following results:

	1869.	1868.	Inc. or Dec.	
Number of passengers.....	2,296,864	1,441,992½	854,871½	Inc.
Miles travelled by passengers...	32,177,945	30,475,705	1,702,240	"
Equal to through passengers....	429,039	406,347	22,692	"

A comparison of the merchandise business of the two years gives the following results:

	1869.	1868.	Inc. or Dec.	
Number of tons carried.....	705,611	659,171	46,440	Inc.
Tons carried one mile.....	43,257,860	39,412,970	3,844,890	"
Equal to through tonnage.....	577,239	525,800	51,439	"

A comparison of the coal business of the two years gives the following results, the through tonnage being calculated from Easton to Port Johnston:

	1869.	1868.	Inc. or Dec.	
Number of tons carried.....	1,506,052	1,618,845	62,793	Dec.
Tons carried one mile.....	86,509,284	90,327,012	3,817,728	"
Equal to through tonnage.....	1,272,195	1,328,338	56,143	"

There was a decrease in Lehigh coal of 32,172 tons and in Lackawanna coal of 30,621 tons.

EQUIPMENT.

The company now own 117 locomotives, of which 12 burn wood or soft coal and 105 anthracite coal. The condition of engines is reported as follows: 66 in first class condition, 15 in good running order, 10 require general repairs, and 4 require slight repairs. 20 are now in the shops under repairs and 2 are condemned as unfit for service. 8 new passenger, 20 new freight and 3 new shifting engines have been added to the equipment during the year. 1 old engine has been condemned and cut up and 1 light small engine sold. Of the above 117 engines 4 passenger engines were transferred to the Newark and New-York Railroad.

The car equipment is reported as follows:

82	first-class passenger cars.		153	8-wheel	platform cars.
18	second-class " "		149	6-wheel	iron or lime cars.
10	first-class combination smoking cars.		19	8 "	gondola "
			669	8 "	coal "
13	baggage and mail cars		903	4 "	" "
3	express "		122	4 "	gravel "
125	8-wheel box freight "		2	8 "	caboose "
32	4 " " "		37	4 "	" "
20	8 " stock "		5	8 "	derrick & tool "

Twenty new first-class passenger cars were purchased during the year, 2 new first-class combination smoking and baggage cars were built in the company's shops and 2 second-class passenger cars converted to combination cars. 408 new four-wheel coal cars were purchased and 12 four-wheel coal cars have been built at the company's shops and placed on the road during the year. 137 eight-wheel coal, 7 four-wheel box freight cars and 1 baggage car were condemned and broken up within the year. Of the above first-class passenger cars 16 were transferred to Newark and N.Y. R. R., also the two new first-class combination cars built in the company's shops and the 2 second-class passenger cars converted to combination cars.

The coal tonnage over the road since the transportation of coal was commenced, has been as follows:

	Lackawanna. Tons.	Lehigh. Tons.	Total. Tons.	Inc. or Dec.
1856.....	98,670	33,325	131,995	131,995 Inc.
1857.....	209,950	84,841	294,791	162,796 "
1858.....	417,726	122,923	540,649	245,858 "
1859.....	455,681	183,277	638,958	98,309 "
1860.....	590,863	263,906	854,769	215,811 "
1861.....	568,869	254,345	823,214	31,555 Dec.
1862.....	502,375	314,195	816,570	6,644 "
1863	613,954	435,927	1,049,881	233,311 Inc.
1864	675,743	474,221	1,149,964	100,083 "
1865.....	494,687	509,819	1,004,506	145,458 Dec.
1866.....	778,173	511,076	1,289,249	284,743 Inc.
1867.....	855,620	513,425	1,369,045	79,796 "
1868.....	853,188	765,657	1,618,845	249,800 "
1869	822,567	733,485	1,556,052	62,793 Dec.
Total....	7,938,066	5,200,422	13,138,488	

TRANSPORTATION ACCOUNT.

The following is a statement of the ordinary receipts and expenses for the year 1869 compared with 1868.

RECEIPTS.

	1869.	1868.	Inc. or Dec.	
Passengers	$957,757 91	$869,313 39	$88,444 52	Inc.
Merchandise	1,180,598 73	1,115,799 64	64,799 09	"
Coal	1,737,991 66	1,598,025 19	139,966 47	"
Mail	15,772 40	15,772 40		
Express	50,279 60	50,432 31	152 71	Dec.
Rents	41,377 91	49,517 37	8,139 46	"
Miscellaneous	26,343 52	30,552 26	4,208 74	"
Total Receipts	$4,010,121 73	$3,729,412 56	$280,709 17	Inc.

EXPENSES.

Running expenses	$742,458 61	$598,261 66	$144,196 95	Inc.
Wood consumed	75,848 64	97,268 58	21,419 94	Dec.
Coal consumed	289,240 79	234,619 65	54,621 14	Inc.
Repairs of road	453,900 45	422,455 27	31,445 18	"
Repairs of engines	260,706 21	281,846 74	21,140 53	Dec.
Repairs passenger cars.	63 452 53	58,092 36	5,360 17	Inc.
Repa rs freight cars	40,692 01	42,599 35	1,907 34	Dec.
Repairs coal cars	76,191 05	70,442 49	5,748 56	Inc.
Repairs docks, Eliz'port.	22,046 11	11,108 38	10,937 73	"
Repairs buildings, bridges, &c	146,693 58	86,548 67	60,144 91	"
Repairs tools and machinery	22,023 73	25,408 23	3,384 50	Dec.
Expense account.	99,430 88	115,558 46	16,127 58	"
Miscellaneous expenses.	70,382 95	80,324 77	9,941 82	"
Ferry running expenses	115,905 47	107,448 12	8,457 35	Inc.
Ferry boat repairs	32,207 11	53,942 15	21,735 04	Dec.
Ferry miscell. expenses	483 00	3,131 23	2,648 23	"
Car service	130,500 25	90,136 59	40 363 66	Inc.
Total Expenses	$2,642,163 37	$2,379,192 70	$262,970 67	"
Balance Net Earn'gs.	$1,367,958 36	$1,350,219 86	$17,738 50	"

The following table shows the receipts, expenses and net earnings, from the beginning of the annual reports to the Legislature, to the present time:

	Receipts.	Expenses.	Net Earnings.
1853.....	$349,018	$197,629 or 57 p. c.	$151,389 or 43 p. c
1854.....	378,145	197,349 or 52 "	180,796 or 48 "
1855.....	393,729	208,856 or 53 "	184,873 or 47 "
1856.....	553,479	258,308 or 47 "	295,171 or 53 "
1857.....	682,314	340 502 or 49 "	341,812 or 51 "
1858.....	836,934	345,614 or 42 "	491,320 or 58 "
1859.....	971,702	385,716 or 39 "	585,986 or 61 "
1860..... ...	1,185,848	475,457 or 40 "	710,391 or 60 "
1861..... ...	1,201,895	522,452 or 43 "	679,443 or 57 "
1862.....	1,397,586	623,245 or 44 "	774,341 or 56 "
1863.....	1,941,976	814,732 or 42 "	1,127,244 or 58 "
1864.....	2,537,185	1,231,554 or 49 "	1,305,631 or 51 "
1865.....	3,036,390	1,748,434 or 57 "	1,287,956 or 43 "
1866.....	3,581,244	1,963,976 or 55 "	1,617,268 or 45 "
1867.....	3,350,398	1,878,022 or 56 "	1,472,376 or 44 "
1868.....	3,729,412	2,379,192 or 64 "	1,350,220 or 36 "
1869..... ...	4,010,121	2,642,163 or 66 "	1,367,958 or 34 "
Total.....$30,137,376		$16,213,201 or 54 p. c.	$13,924,175 or 46 p. c.

An increase in receipts is here shown of $280,709.17, or 7½ per cent. The increase in passenger receipts was $88,444.52, or 10 per cent.; in merchandise receipts, $64,799.09, or 6 per cent.; in coal receipts, $139,966.47, or 8 per cent.

The expenses show an increase of $262,970.67, or 11½ per cent. There has been an increase in running expenses of $144,196.95; in repairs of road of $31,445.18; in other repairs of $67,698.14; in fuel consumed of $33,201.20; and in car service of $40,363.66. There has been a decrease in repairs of equipment of $11,939.14; in ferry expenses of $15,925.92; and in general expenses of $26,069.40.

The gross receipts per mile run have been as follows: From passenger trains, $1.16 against $1.25 in 1868; from merchandise trains, $1.90 against $2.03; from coal trains,

$2.27 against $2.33. The average receipts per mile run from all trains have been $1.81 against $1.85 the previous year.

The gross expenses per mile run have been $1.19 against $1.18 the previous year.

FINANCIAL CONDITION.

The Balance-sheet will be found at page 11 of the report. The following is a statement of the financial operations during the year:

CREDITS.

Balance Cash Dec. 31, 1868	$372,037 47
Gross earnings, as per statement	4,010,121 73
Mortgage Bonds of 1890	900,000 00
Lands, Material, etc., decrease	129,606 09
Total	$5,411,765 29

DEBITS.

Ordinary expenses, as per statement	$2,642,163 37
Grading	52,087 52
Masonry	11,096 74
Railway superstructure	184,079 33
Bridge superstructure	9,903 22
Land damage	30,039 73
Ferry boats	32,007 90
Station-houses	73,880 77
Port Johnston coal wharves	96,076 27
Engines	372,061 23
Passenger Cars	20,712 13
Coal Cars	120,810 75
Newark & New-York R. R. Co	915,205 48
Interest account for year, balance	508,481 74
State taxes for year	43,551 20
United States taxes	23,954 03
Accounts payable, decrease	227,880 69
Balance cash, Dec. 31, 1869	47,773 19
Total	$5,411,765 29

The profit and loss account has been credited.

Gross earnings	$4,010,121 73
Workshop earnings	66,559 22
	$4,076,680 95

It has been debited as follows:

Ordinary expenses	$2,642,163 37	
Interest account	508,481 74	
Taxes to State	43,551 20	
United States taxes	23,954 03	— $3,218,150 34
Balance		$858,530 61

which has been appropriated to the reduction of the equipment accounts.

The cost of the railroad, double tracked, with its coal wharves, station houses, shops, and other appendages, stands at $10,487,709.66, and that of the equipment at $2,175,000.00.

CONSTRUCTION.

Extract from Report of Chief Engineer.

"The following named buildings and works were completed during the present year:

"The new engine-house, freight-house and telegraph office at Phillipsburg station; a telegraph office at the Junction shops; passenger houses at Bloomsbury station and Glen Gardner; extension of the engine-house at Somerville; passenger house at Westfield; the water tanks and tank-house at Cranford; freight-house at Roselle; addition to the engine-house at Elizabeth and a temporary passenger house at Spring Street; passenger house at Centreville station; engine-house, turn-table and carpenter shop at Jersey City Station, and the car shed for the accommodation of the Newark and New-York Railroad passengers at the same place; 9 hand-car houses and 17 flagmen or switchmen's houses; street bridge under the railroad at Westfield; 3,000 feet of additional sidings at Phillipsburg; graduation and masonry for, and laying 2,700 feet of side track at the

Junction; laying 2,700 feet of third track for the accommodation of Scranton coal trains between Spruce Run and Glen Gardner; 500 feet of side track at Banghart's wood yard, East of Glen Gardner; laying 4,100 feet of fourth track between Clinton and High Bridge; graduation and masonry for the third and fourth tracks, and laying 5,400 feet of fourth track between North Branch and White House; graduation for the third and fourth tracks, and laying 5,600 feet of third track between Dunellen and Green Brook water stations; completion of the new line, 8,300 feet in length, through Plainfield; graduation and masonry for the third and fourth tracks, 5,000 feet in length, between Cranford and Westfield; laying 9,000 feet of third track between Bay Bridge and Spring Street, in Elizabeth; a new coal wharf at Port Johnston, including the canals, tracks, etc.; curbing and laying side-walks at Phillipsburg and the passenger houses at Neshanic and Three Bridges on the South Branch Railroad.

92,000 cross-ties were used in repairs and 37,000 in construction of track; $3{,}447\frac{66}{100}$ tons of iron rails were used in repairs and $1{,}112\frac{84}{100}$ tons in construction of track during the year.

Twenty-one miles of additional track were laid during the year, $12\frac{30}{100}$ miles of which were laid with new rails, and $8\frac{70}{100}$ miles with old ones.

About 92 miles of single track are now laid with the "Fish Joint." The south, or heavy track, is very nearly all laid with it. These joints are giving very general satisfaction. There can be no further doubt of the economy of using them.

The aggregate number of miles of single track now laid upon the whole road (estimating one mile of three rail track as one-and-a-half miles), including sidings, shop tracks, cross-over tracks, etc., is $279\frac{175}{1000}$, of which $49\frac{162}{1000}$ miles are laid on the Extension between the East end of Bay Bridge and Jersey City terminus."

Balance Sheet, Central Railroad Company of New Jersey, *January* 1, 1870.

Railroad:		
Grading,	$2,227,337 28	
Masonry,	875 079 47	
Railway superstructure and ballast,	2,875,074 24	
Bridge superstructure,	526,277 09	
Land damages,	569,661 59	
Engineering,	154,206 80	
Interest charged to construction,	431,939 62	
		$7,659,576 09
Jersey City Station,		960,000 00
Port Johnston Coal Station,		694,076 01
Elizabethport Station,		302,086 52
Station-houses, shops and water-stations,		511,666 29
Ferry interest and boats,		633,250 00
Engines,		1,000,000 00
Passenger and baggage cars,		345,000 00
Freight cars,		265,000 00
Coal cars,		565,000 00
Land, docks, machinery, miscellaneous property, etc.,		3,257,601 05
American Dock and Improvement Co. stock,		1,500,000 00
Newark & New-York R.R. Co.,		1,655,205 48
Chairs, spikes, iron rails and ties, on hand,		37,008 59
Materials and fuel on hand,		157,806 77
Cash and accounts receivable,		462,843 50
		$20,006,120 30

E. E., *January* 1, 1870.

Capital stock,		$15,000,000 00
First mortgage bonds, due 1870,	$900,000 00	
Second " " " 1875,	600,000 00	
Mortgage bonds of 1890,	1,900,000 00	
		3,400,000 00
Interest on bonds, accrued not yet due,		88,666 67
Accounts payable,		1,517,453 63
		$20,006,120 30

SAMUEL KNOX, *Treasurer.*

Monthly Receipts of the Railroad and Ferry.

1869.	Passengers.	Merchandise.	Coal.	Express.	Rent.	Mail.	Miscellaneous.	Total.
January	$56,319 07	$95,042 75	$149,140 83	$3,217 15	$4,978 41	.....	$2,018 06	$310,716 27
February	48,554 24	64,275 26	142,278 07	2,941 65	4,606 82	.....	1,718 42	264,374 34
March	70,659 35	104,112 72	122,482 83	4,118 95	1,336 92	.....	2,046 71	304,757 48
April	90,119 65	121,784 43	172,360 42	4,634 69	3,560 97	.....	2,337 40	394,797 56
May	95,193 10	98,678 55	89,881 27	4,225 96	6,718 10	.....	3,020 75	297,717 73
June	85,807 91	94,714 87	8,718 75	3,573 22	1,351 55	3,943 10	2,211 57	200,320 97
July	89,871 81	86,763 53	155,946 41	3,039 14	2,315 99	.....	2,286 43	340,223 31
August	86,652 73	93,234 33	164,045 13	3,304 20	2,475 76	3,943 10	2,922 25	356,577 50
September	89,370 06	114,594 62	135,604 70	5,552 13	6,077 23	.....	1,737 55	352,936 29
October	84,049 07	103,965 60	116,763 83	5,288 07	2,578 42	.....	2,524 93	315,169 92
November	71,641 39	90,495 83	231,182 66	5,256 53	3,638 23	3,943 10	2,094 25	408,251 99
December	89,519 65	112,936 24	249,586 76	5,127 91	1,739 51	3,943 10	1,425 20	464,278 37
Total	957,757 91	1,180,598 73	1,737,991 66	50,279 60	41,377 91	15,772 40	26,343 52	4,010,121 73

Monthly Expenses of Railroad and Ferry.

1869.	Running Expenses.	Wood Consumption.	Coal Consumption.	Repairs of Road.	Repairs of Engines.	Repairs of Cars.	Repairs of Buildings, &c.	Expense Account.	Miscellaneous Expenses.	Ferry Expenses.	Repairs of Ferry Boats.	Car Service.	Total.
Jan...	51,790 65	7,000 00	25,610 72	22,553 49	23,481 37	13,847 45	6,155 57	6,950 97	1,275 04	7,499 40	685 93	7,756 63	174,607 22
Feb...	66,535 84	7,000 00	23,843 10	24,580 98	24,164 00	15,751 33	23,199 27	8,350 81	2,163 87	8,092 00	1,418 35	7,810 76	212,910 31
March	71,853 48	7,000 00	23,003 20	24,683 72	25,812 76	18,556 80	9,781 41	8,046 08	3,829 09	8,499 23	3,495 26	2,723 60	207,284 63
April..	66,473 10	7,000 00	23,198 50	43,361 72	23,929 97	16,641 35	11,488 12	10,652 32	1,360 30	9,858 19	1,914 85	10,261 38	226,139 80
May..	60,324 60	7,000 00	19,890 40	79,790 72	23,623 12	15,001 32	12,912 06	5,917 63	1,425 42	12,346 91	2,225 03	5,227 85	245,685 06
June..	49,438 03	7,000 00	17,082 00	50,799 45	21,185 28	16,290 57	6,682 77	7,306 25	1,186 22	9,644 40	1,960 15	4,414 48	192,989 60
July..	60,164 88	7,000 00	20,930 91	58,864 66	18,624 23	13,872 47	11,569 20	14,035 08	6,487 68	9,089 56	3,037 88	15,389 72	239,066 27
Aug...	58,214 60	7,000 00	25,092 11	46,399 73	19,792 46	15,484 19	16,027 07	2,564 33	5,274 03	9,201 52	4,317 16	16,653 56	226,020 76
Sept...	60,904 01	7,000 00	25,076 80	39,372 19	22,829 42	15,165 54	10,890 22	7,770 24	6,389 20	12,035 47	5,260 91	11,431 83	224,125 83
Oct....	55,645 23	7,000 00	24,303 81	27,523 32	17,631 89	10,190 68	15,538 59	10,831 98	18,078 73	9,922 77	4,246 10	11,135 26	212,048 36
Nov...	69,347 76	5,848 64	31,708 95	31,263 46	19,437 27	17,066 53	19,359 34	6,020 40	8,500 75	9,720 07	1,385 71	17,737 49	238,547 73
Dec....	71,766 43	.....	29,500 29	4,707 01	20,194 44	12,467 36	47,159 80	10,984 79	14,412 62	10,478 95	2,259 78	19,957 69	242,737 80
Total.	742,458 61	75,848 64	289,240 79	453,900 45	260,706 21	180,335 59	190,763 42	99,430 88	70,382 95	116,388 47	32,207 11	130,500 25	2,642,163 37

Table of Passengers carried on Central Railroad of New Jersey for the year 1869, *compared with the year* 1868.

STATIONS.	1869.			1868.		
	To	From	Total.	To	From	Total.
New-York...	890,123½	923,877	1,814,000½	507,038½	549,810	1,056,848½
Jersey City..	1,270	125	1,395	.....	.....	.....
Co'munipaw.	287,090½	300,275	587,365½	14,736½	13,076	27,812½
Claremont..	18,579	18,036½	36,615½	14,217	12,169	26,386
Greenville..	83,573½	82,998½	166,572	60,614½	60,949½	121,564
Pamrapo....	34,111½	33,368½	67,480	26,570½	25,835½	52,406
Bayonne	14,007½	13,792	27,799½	6,941	6,706½	13,647½
Centreville..	14,936½	15,176	30,112½	10,860½	10,931½	21,792
Mariners' H.	10,423	11,813	22,236	7,301	6,787	14,088
Bergen Point	73,029½	73,483	146,512½	57,220½	56,327	113,547½
Elizab'h Port	73,707½	76,212½	149,920	62,359	63,823½	126,182½
Elizabeth...	256,770½	228,730	485,500½	191,978½	180,864	372,842½
W. Elizabeth	292	315	607	.....	.....	.....
Roselle	16,890	41,053	57,943	13,487	25,328½	38,815½
Cranford....	21,646½	20,536	42,182½	15,615	14,713	30,328
Westfield...	30,966	30,576	61,542	24,686½	24,307½	48,994
Fanwood....	14,946½	14,856½	29,803	13,456	13,465	26,921
Plainfield...	94,489	96,813½	191,302½	81,589	83,242	164,831
Dunellen....	19,048½	17,894	36,942½	15,797½	14,526½	30,324
Bound Brook	25,408½	25,382	50,790½	23,140	23,467	46,607
Finderne	785½	861	1,646½	.....	.....	.....
Somerville..	44,195½	45,917	90,112½	41,182	42,348	83,530
Ricefield....	1,397½	1,148½	2,546	1,349½	624½	1,974
Flagtown..	3,433	3,436½	6,869½	2,937½	3,025	5,962½
Neshanic....	5,926½	5,954	11,880½	5,315½	5,517	10,832½
ThreeBridg's	4,010	4,103	8,113	3,712½	3,790	7,402½
Flemington.	14,123½	14,009½	28,133	12,910½	12,871	25,781½
Raritan.....	5,829½	5,282½	11,112	4,075½	3,999	8,074½
North Br'nch	6,316	5,855½	12,171½	5,621	5,093	10,714
White House	12,530	12,535	25,065	10,704	10,477½	21,181½
Lebanon....	5,190	5,201	10,391	4,103½	4,126½	8,230
Clinton	13,413	13,848	27,261	11,468	11,719	23,187
High Bridge	8,274½	10,109½	18,384	6,802	6,860½	13,662½
Spruce Run.	9,823½	8,770½	18,594	5,240½	5,524½	10,765
Junction....	30,293½	25,825	56,118½	28,359	25,889	54,248
Asbury	6,094½	5,759½	11,854	5,175	4,854	10,029
Valley.....	3,926	3,962½	7,888½	3,392½	3,295½	6,688
Bloomsbury.	8,880	8,819	17,699	7,934	7,872½	15,806½
Springtown.	2,694½	2,642	5,336½	2,523	2,230	4,753
Greenwich ..	151½	104	255½	.....	.....	.....
Phillipsburg	9,877	13,028½	22,905½	8,827½	10,298½	18,126
Easton.....	118,389½	74,379	192,768½	123,851	85,248½	209,099½
	2,296,864	2,296,864		1,441,992½	1,441,992½	

Table of Freight Tonnage carried on the Central Railroad of New Jersey for the Year 1869, *compared with* 1868.

	1869.	1868.
Between New-York and Bergen Point....	3,005 tons.	2,025 tons.
" " " Mariners' Harbor	863 "	927 "
" " " Elizabethport...	17,643 "	11,709 "
" " " Elizabeth.....	3,851 "	3,619 "
" " " Roselle.....	306 "	290 "
" " " Cranford.....	724 "	598 "
" " " Westfield	1,302 "	1,366 "
" " " Fanwood.....	1,384 "	1,161 "
" " " Plainfield.....	6,595 "	6,461 "
" " " Dunellen.....	609 "	751 "
" " " Bound Brook....	1,097 "	1,275 "
" " " Somerville.....	1,771 "	2,140 "
" " " Ricefield.....	120 "	90 "
" " " Flagtown.....	1,786 "	1,687 "
" " " Neshanic.....	1,120 "	1,304 "
" " " Three Bridges...	1,520 "	2,120 "
" " " Flemington.....	2,233 "	2,826 "
" " " Raritan.....	2,663 "	2,289 "
" " " North Branch...	1,261 "	1,549 "
" " " White House...	1,184 "	1,220 "
" " " Lebanon.....	956 "	920 "
" " " Clinton.....	4,572 "	4,871 "
" " " High Bridge....	1,606 "	1,975 "
" " " Spruce Run.....	2,063 "	1,836 "
" " " Junction D. L. & W. Railroad..	34,457 "	40,190 "
" " " New Hampton..	998 "	1,337 "
" " " Asbury.....	650 "	1,149 "
" " " Valley.....	540 "	398 "
" " " Bloomsbury.....	903 "	2,116 "
" " " Springtown.....	415 "	954 "
" " " Phillipsburg....	8,836 "	7,755 "
" " " Easton.....	272,733 "	238,862 "
" Port Johnston " Phillipsburg....	253,882 "	324,841 "
" Elizabethport " New Hampton..	824,861 "	890,235 "
" " " Phillipsburg....	489,195 "	456,665 "
" Elizabeth " New Hampton..	5,675 "	6,922 "
" " " Phillipsburg....	86,702 "	79,504 "
" " intermediate Stations	221,582 "	172,079 "
Total number of Tons....	2,261,663 tons	2,278,016 tons.